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The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, AUGUST 30, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART VI.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF
THE ACT OF PARLIAMENT 24 & 25 VICT., CAP. 67.

The Council met at Viceregal Lodge, Simla, on Thursday, the 28th August,
1890.

P R E S E N T :

The Hon'ble Lieutenant-General Sir G. T. Chesney, K.C.B., C.S.I., C.I.E., R.E.,
presiding.

His Honour the Lieutenant-Governor of the Punjab, K.C.S.I.

His Excellency the Commander-in-Chief, Bart., V.C., G.C.B., G.C.I.E., R.A.

The Hon'ble Sir A. R. Scoble, Q.C., K.C.S.I.

The Hon'ble Sir C. A. Elliott, K.C.S.I.

The Hon'ble P. P. Hutchins, C.S.I.

The Hon'ble Sir D. M. Barbour, K.C.S.I.

The Hon'ble R. J. Crosthwaite, C.S.I.

The Hon'ble Bábá Khem Singh-Bedi, C.I.E.

PAPER CURRENCY ACT, 1882, AMENDMENT BILL.

The Hon'ble SIR DAVID BARBOUR moved that the Bill to amend the Indian Paper Currency Act, 1882, be taken into consideration. He said that the Bill was a very simple one, and merely provided for the substitution of the word "eighty" for "sixty" in section 19 of the present Act; it was, therefore, considered unnecessary to refer it to a Select Committee.

The Motion was put and agreed to.

The Hon'ble SIR DAVID BARBOUR also moved that the Bill be passed. He said that the question with which the Bill dealt had been before the public for some time. It had been widely discussed and generally approved. When he introduced the measure he explained its object and the grounds upon which it was proposed to take power to increase the amount of the Paper Currency

Statement No. VI.

Issues and Receipts of Home Notes at each Circle.

	CIRCLES.								TOTAL.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	
Circulation on 1st April 1889	6,71,47,425	68,00,965	90,80,125	5,13,58,515	41,79,400	1,73,84,125	12,01,405	28,44,310	15,99,96,270
ISSUES.									
Over the Counter	31,08,04,460	1,75,03,495	2,04,83,295	30,32,57,225	94,73,675	9,84,26,160	49,41,755	3,46,37,415	79,95,27,880
At Agencies	7,10,000	...	91,11,500	6,66,515	...	7,20,250	...	97,360	1,13,05,625
In Remittance Transactions { Between Head Office and Agencies	11,97,000	...	...	1,09,19,000	...	82,94,000	...	7,20,550	2,11,30,550
Between Circles	4,30,73,270	39,25,000	1,34,16,210	1,18,94,145	3,50,000	2,91,73,000	...	9,00,000	10,22,31,625
TOTAL ISSUES	35,57,85,130	2,14,28,495	4,30,11,005	32,62,36,885	98,23,675	13,66,13,410	49,41,755	3,63,55,325	93,41,95,680
TOTAL OF BALANCE AND ISSUES	42,29,32,555	2,82,29,460	5,20,91,150	37,75,95,400	1,40,03,075	15,39,97,535	61,43,160	3,91,99,635	1,09,41,91,950
RECEIPTS.									
Over the Counter	30,13,85,545	1,03,88,915	1,79,87,835	17,50,33,820	55,63,950	11,16,49,390	11,72,445	3,06,88,145	65,41,70,045
At Agencies	2,86,000	...	3,32,000	7,19,000	...	7,97,250	...	...	21,34,250
For Mint Certificates . . . . .	...	...	...	7,22,07,000	...	...	...	...	7,22,07,000
From other Currency Circles	94,88,890	76,59,295	96,45,885	2,60,00,100	37,23,335	86,30,645	37,85,325	13,96,690	7,03,30,165
In Remittance Transactions { Between Head Office and Agencies	15,01,000	...	...	63,50,500	...	...	...	4,63,000	83,14,500
Between Circles	4,23,60,000	24,85,000	1,43,43,465	5,21,92,000	2,00,000	1,13,00,000	...	37,61,000	12,66,41,465
TOTAL RECEIPTS	35,50,21,435	2,05,33,210	4,23,09,185	33,25,02,420	97,87,285	13,23,77,285	49,57,770	3,63,08,835	93,37,97,425
BALANCE IN CIRCULATION ON 31st MARCH 1890	6,79,11,120	76,96,250	97,81,945	4,50,92,980	42,15,790	2,16,20,250	11,85,390	28,90,800	16,03,94,525

Statement No. VII.
Issues and Receipts of Coin at each Circle.

	CIRCLES.												TOTAL.					
	Calcutta.		Allahabad.		Lahore.		Bombay.		Karachi.		Madras.			Calicut.		Rangoon.		
	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.		R	a. p.	R	a. p.	
Balance on 1st April 1889	1,46,98,211	7 8	80,06,600	0 0	84,52,055	0 0	2,77,17,380	1 3	29,11,150	0 0	1,61,25,785	0 0	6,01,405	0 0	45,69,625	0 0	8,90,82,271	8 11
Receipts—Over the Counter	4,13,72,445	0 0	94,24,095	0 0	58,19,075	0 0	10,26,91,825	0 0	44,89,530	0 0	1,15,58,750	0 0	28,32,105	0 0	2,54,86,440	0 0	20,36,74,265	0 0
" From Small Coin Account . . . . .	...	...	...	...	...	...	11,06,926	0 0	1,05,390	0 0	6,58,000	0 0	..	..	...	...	18,70,226	0 0
" At Agencies { Between Head Office and Agencies	6,99,500	0 0	...	...	89,19,500	0 0	4,93,015	0 0	...	...	6,43,900	0 0	..	..	97,360	0 0	1,08,53,275	0 0
" In Remittance Transactions { Between Circles . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7,20,550	0 0	7,20,550	0 0
" For Mint Certificates	8,69,58,910	4 0	1,51,57,000	0 0	93,35,210	0 0	1,29,21,000	0 0	61,35,000	0 0	2,00,94,000	0 0	8,00,000	0 0	1,10,65,000	0 0	16,24,66,120	4 0
	67,34,904	1 6	...	...	...	...	315	0 0	..	..	...	...	..	..	...	...	67,35,219	1 6
TOTAL RECEIPTS	13,57,65,759	5 6	2,45,81,095	0 0	2,40,73,785	0 0	11,72,13,081	0 0	1,07,29,830	0 0	3,29,54,650	0 0	36,32,105	0 0	3,73,69,350	0 0	38,63,19,655	5 6
TOTAL OF BALANCES AND RECEIPTS	15,04,63,970	13 2	3,25,87,755	0 0	3,25,25,940	0 0	14,49,30,461	1 3	1,86,40,980	0 0	4,90,80,435	0 0	42,33,510	0 0	4,19,38,975	0 0	46,94,01,926	14 5
Issues—Over the Counter	7,46,76,500	0 0	77,46,975	0 0	79,86,460	0 0	5,94,20,120	0 0	1,46,645	0 0	2,87,29,065	0 0	12,88,120	0 0	2,15,65,355	0 0	20,35,59,240	0 0
" At Agencies { Between Head Office and Agencies	2,75,500	0 0	...	...	1,40,000	0 0	5,45,500	0 0	..	..	7,20,900	0 0	...	...	...	...	16,81,900	0 0
" In Remittance Transactions { Between Circles . . . . .	...	...	...	...	...	...	63,50,000	0 0	...	...	...	...	..	..	4,63,000	0 0	68,13,500	0 0
" For Bullion delivered and for Pre-melting Fees	5,62,62,845	4 0	1,33,07,620	0 0	1,77,28,910	0 0	5,41,35,000	0 0	81,54,000	0 0	8,00,100	0 0	23,60,000	0 0	1,84,00,000	0 0	17,11,48,375	4 0
" To Small Coin Accounts	8,139	14 3	...	...	...	...	66,413	0 0	...	...	...	...	...	...	...	...	74,552	14 3
" In Purchase of Securities	1,79,951	6 0	...	...	...	...	22,88,926	0 0	1,24,500	0 0	28,000	0 0	..	..	...	...	24,41,426	0 0
							...	...	...	...	...	...	..	..	...	...	1,79,951	6 0
TOTAL ISSUES	13,14,02,936	8 3	2,10,54,595	0 0	2,58,55,370	0 0	12,28,06,459	0 0	1,04,25,145	0 0	3,02,77,965	0 0	36,48,120	0 0	4,04,28,355	0 0	38,58,98,945	8 3
BALANCE OF COIN, 31st MARCH 1890	1,90,61,034	4 11	1,15,33,160	0 0	66,70,470	0 0	2,21,24,002	1 3	32,15,835	0 0	1,88,02,470	0 0	5,85,390	0 0	15,10,620	0 0	8,35,02,981	6 2

Statement No. IX.

Currency Notes in Circulation in India. (In Lakhs and Thousands of Rupees.)

LAST DAY OF	Calcutta.	Allahabad	Lahore.	Bombay	Akola	Nagpur.	Karachi.	Madras	Calcutt	Cochinada		TOTAL.
1878.												
January	7,30,40	62,42	46,16	4,98,16	4,10	6,93	22,88	1,52,96	21,24	18,28	...	15,63,52
February	6,74,52	58,42	46,35	3,93,53	15,28	7,48	22,61	1,46,03	18,45	25,16	...	14,07,26
March	6,84,18	58,10	47,80	3,44,71	5,57	6,70	22,19	1,41,27	15,11	28,51	...	13,57,43
April	6,61,95	60,64	53,34	3,19,65	12,74	7,16	25,26	1,42,22	14,10	32,77	...	13,29,92
May	6,41,18	74,81	46,31	3,26,39	12,25	11,03	23,36	1,41,89	12,84	19,41	...	13,09,07
June	7,00,55	82,62	45,83	3,05,11	15,17	17,84	22,27	1,61,27	16,60	19,36	...	13,86,62
July	7,24,76	77,81	43,60	3,04,94	16,65	25,57	22,97	1,46,45	20,70	23,64	...	14,06,99
August	7,12,25	84,32	47,74	3,33,00	19,58	24,33	21,89	1,31,46	20,55	32,23	...	14,27,35
September	8,29,05	73,60	63,01	3,86,22	22,65	23,32	22,23	1,31,91	21,63	32,40	...	14,06,02
October	6,30,69	58,21	49,79	3,91,58	23,31	20,30	27,47	1,17,99	20,24	30,61	...	13,70,19
November	6,18,11	38,83	47,19	4,11,31	23,30	19,89	30,60	1,06,21	19,21	31,16	...	13,15,84
December	6,12,58	49,19	45,09	3,32,50	22,58	17,91	30,64	1,11,31	18,18	28,26	...	12,68,57
1879.												
January	5,84,38	66,74	45,82	3,24,49	5,97	11,70	25,37	1,13,35	16,58	20,51	...	12,14,91
February	6,43,83	51,16	48,53	2,82,91	5,92	11,07	26,59	1,11,98	16,31	21,92	...	12,20,22
March	5,61,48	46,73	47,04	2,95,90	18,44	10,59	23,03	1,11,66	14,93	9,51	...	11,42,31
April	5,37,92	47,99	48,59	3,18,62	7,71	10,92	20,6	1,09,36	17,63	8,41	...	11,27,11
May	5,15,22	40,05	54,73	3,26,76	8,77	13,27	22,92	1,08,49	17,47	9,99	...	11,17,07
June	5,65,94	52,00	69,30	3,09,18	10,98	19,58	23,86	1,05,95	17,32	8,95	...	11,82,06
July	5,14,42	50,52	63,51	2,82,47	23,63	27,78	25,55	1,08,76	17,78	9,72	...	12,24,14
August	6,00,47	48,92	68,04	2,64,58	26,74	28,11	26,59	1,21,84	19,68	9,01	...	12,74,02
September	7,09,09	51,81	67,20	2,72,23	27,44	26,95	25,88	1,25,07	18,71	8,55	...	13,82,93
October	7,01,04	36,76	66,63	3,01,33	27,85	26,31	27,90	1,37,70	25,99	8,37	...	13,58,88
November	6,77,27	51,02	71,77	3,31,74	27,99	24,08	32,10	1,24,03	21,53	16,18	...	13,74,71
December	6,67,84	49,16	70,79	3,68,55	27,60	20,60	28,55	1,18,68	18,69	9,25	...	13,79,71
1880.												
January	7,10,12	60,71	61,83	3,91,22	14,99	16,05	26,24	1,23,32	14,11	11,29	...	14,22,88
February	6,02,25	45,87	68,25	4,03,66	12,91	14,14	29,81	1,23,43	13,91	13,91	...	13,28,14
March	5,67,08	50,14	74,24	3,33,97	11,93	12,63	31,15	1,23,99	13,19	17,41	...	12,35,73
April	5,98,41	46,61	86,22	3,28,67	11,93	13,21	31,66	1,45,32	13,91	14,19	...	12,88,48
May	5,94,13	45,59	81,26	3,38,32	14,69	23,53	29,12	1,49,72	14,72	15,55	...	13,09,63
June	6,29,69	43,45	82,70	3,38,88	25,50	29,18	33,25	1,57,40	13,67	15,20	...	13,68,98
July	6,42,81	43,01	78,98	3,16,16	28,26	30,96	33,79	1,59,02	14,45	16,40	...	13,91,14
August	5,88,13	47,81	1,46,98	3,47,94	30,07	30,06	32,19	1,24,76	14,62	13,33	...	13,74,89
September	6,26,31	50,78	86,64	3,55,86	29,72	29,44	35,05	1,03,03	16,43	13,60	...	13,46,86
October	6,65,63	41,89	97,03	3,33,13	29,80	28,92	37,91	95,58	17,95	7,13	...	13,54,97
November	7,47,71	52,26	94,69	3,32,28	29,81	32,15	38,26	98,53	17,12	6,95	...	14,49,76
December	7,45,92	59,04	88,18	3,24,99	28,52	29,00	39,38	1,01,13	11,32	7,20	...	14,37,68
1881.												
January	6,98,62	73,09	85,01	3,56,17	18,65	15,70	33,55	1,13,80	10,69	6,82	...	14,12,13
February	6,51,75	71,16	94,25	2,99,09	16,98	15,64	33,81	1,16,60	11,69	10,70	...	13,24,97
March	6,56,54	66,76	86,52	3,13,50	17,07	14,26	31,35	1,19,55	17,78	13,81	...	13,40,17
April	5,97,25	49,02	96,02	3,09,53	17,27	13,62	33,63	1,36,16	16,06	17,02	...	12,85,58
May	6,00,41	40,61	97,81	3,37,84	22,48	16,16	31,71	1,22,14	15,54	16,26	...	13,00,99
June	6,39,19	51,34	91,85	3,65,36	22,46	19,72	31,13	1,13,29	17,27	17,42	...	13,72,08
July	6,52,70	47,24	88,94	3,72,35	22,31	23,46	39,32	1,25,06	14,59	18,10	...	14,04,27
August	6,73,68	67,38	77,80	3,97,17	9,73	15,63	31,66	1,28,87	12,67	7,96	...	14,22,55
September	6,24,25	84,45	78,62	3,71,16	5,35	11,31	31,42	1,23,20	13,48	4,54	...	13,54,78
October	6,39,25	68,82	74,03	3,77,93	4,54	8,44	32,40	1,18,97	11,35	3,33	...	13,39,16
November	6,30,20	83,43	74,16	3,34,52	3,24	7,30	32,69	1,21,92	17,09	2,91	...	13,07,43
December	6,35,57	52,04	75,23	3,22,32	2,57	4,60	40,07	1,29,42	20,12	2,79	...	13,14,71
1882.												
January	6,54,53	98,69	74,11	3,37,68	2,07	3,17	30,44	1,19,08	16,90	2,45	...	13,39,12
February	6,86,40	1,06,76	73,41	3,20,31	1,77	2,71	28,41	1,35,62	16,02	2,86	...	13,74,17
March	6,38,04	86,58	73,05	3,50,13	1,64	2,62	30,73	1,48,10	13,17	2,07	...	13,97,03
April	6,37,23	67,63	80,16	3,89,37	...	...	34,88	1,54,73	16,09	...	...	14,19,99
May	6,72,87	61,98	77,01	4,52,00	...	...	34,15	1,56,43	12,81	...	...	14,67,25
June	6,80,98	81,94	71,82	4,57,84	...	...	29,93	1,56,36	18,44	...	...	14,91,11
July	6,91,22	93,22	74,59	4,75,13	...	...	29,15	1,43,61	21,96	...	...	15,28,88
August	7,21,29	82,59	90,82	4,64,61	...	...	30,33	1,26,09	13,09	...	...	15,28,95
September	6,93,16	79,83	96,16	4,90,15	...	...	31,42	1,17,35	19,85	...	...	15,27,92
October	6,90,97	89,14	1,07,04	5,31,66	...	...	32,83	1,16,16	14,09	...	...	15,81,79
November	7,59,74	81,35	69,97	5,60,14	...	...	28,34	1,16,86	15,01	...	...	16,25,44
December	7,84,40	96,74	70,98	4,91,83	...	...	37,72	1,20,65	8,82	...	...	16,16,14
1883.												
January	7,48,76	1,03,89	65,41	4,42,89	...	...	35,76	1,32,41	7,69	...	...	15,86,40
February	7,01,01	99,95	64,35	3,99,34	...	...	32,77	1,36,83	7,78	...	...	14,42,03
March	7,51,09	81,72	73,12	3,53,53	...	...	31,24	1,51,26	8,68	...	...	14,50,64
April	6,35,97	65,81	74,27	3,61,85	...	...	30,83	1,54,04	12,10	...	...	13,84,87
May	6,08,27	61,95	77,21	3,54,04	...	...	28,23	1,69,09	10,51	...	...	13,09,33
June	6,19,73	81,71	73,53	3,18,93	...	...	34,20	1,60,96	11,98	...	...	13,01,04
July	6,36,59	90,79	72,37	3,50,14	...	...	36,86	1,54,40	12,52	...	...	13,53,67
August	6,25,41	81,44	72,63	3,97,78	...	...	34,71	1,47,18	11,38	...	Rangoon	13,78,82
September	6,28,30	78,16	75,47	4,59,24	...	...	32,97	1,37,90	10,97	...	7,99	11,39,80
October	6,20,08	67,78	77,78	4,92,13	...	...	28,97	1,23,37	10,60	...	17,61	14,18,57
November	6,38,47	61,71	84,35	4,97,87	...	...	27,38	1,10,40	9,63	...	17,63	14,47,49
December	6,00,47	60,44	82,78	4,18,79	...	...	28,65	1,18,93	8,77	...	19,72	13,88,55

Statement No. IX—contd.

Currency Notes in Circulation in India. (In Lakhs and Thousands of Rupees)—contd.

LAST DAY OF	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpur.	Karachi.	Madras.	Calcutt.	Coconada.	Rangoon.	Total.
1884.												
January	5,73,92	68,96	76,78	3,31,54	...	...	24,06	1,19,16	8,72	...	9,77	12,10,91
February	5,65,38	62,15	76,72	3,41,02	...	...	23,36	1,37,94	8,97	...	10,04	12,25,58
March	5,03,58	51,61	75,52	3,54,47	...	...	29,62	1,36,92	9,08	...	20,85	12,75,05
April	5,41,35	54,01	78,16	3,61,58	...	...	31,96	1,38,32	9,67	...	17,19	12,84,34
May	6,04,86	62,32	74,84	3,71,39	...	...	31,56	1,37,80	10,82	...	30,54	13,24,13
June	6,47,84	79,95	72,10	3,92,20	...	...	27,48	1,26,50	12,00	...	24,54	13,33,61
July	6,79,14	75,86	74,27	4,30,53	...	...	29,35	1,20,09	17,83	...	28,98	14,54,05
August	7,24,84	75,33	78,36	4,29,86	...	...	29,57	1,16,07	19,03	...	26,20	14,97,86
September	7,06,01	86,31	78,28	4,48,10	...	...	29,03	1,20,63	18,67	...	19,52	15,06,55
October	7,27,55	78,38	81,69	4,85,67	...	...	29,72	1,26,26	16,97	...	15,95	15,61,19
November	7,24,08	72,45	83,66	4,99,70	...	...	27,73	1,34,34	12,99	...	21,82	15,76,37
December	6,65,60	83,00	80,33	4,92,31	...	...	26,66	1,29,00	9,35	...	22,17	15,08,42
1885.												
January	6,21,30	1,07,20	82,78	4,81,29	...	...	31,11	1,46,10	8,81	...	15,30	14,96,98
February	5,93,74	81,79	80,89	4,79,62	...	...	31,67	1,33,30	8,16	...	11,20	14,58,37
March	6,52,26	62,15	82,61	4,54,24	...	...	41,90	1,44,43	7,79	...	13,28	14,57,69
April	5,68,06	50,98	75,89	3,97,81	...	...	46,74	1,31,75	7,92	...	19,60	13,01,78
May	5,62,02	52,50	75,46	4,53,85	...	...	42,00	1,44,29	8,56	...	16,11	13,53,79
June	5,72,22	63,86	77,28	5,65,36	...	...	43,50	1,47,78	12,48	...	13,83	14,98,99
July	6,08,11	60,06	76,97	4,99,66	...	...	43,04	1,31,85	15,89	...	14,75	14,50,35
August	6,03,43	51,92	73,07	4,97,73	...	...	46,29	1,23,38	15,09	...	25,49	14,36,40
September	6,40,94	58,07	74,60	5,63,05	...	...	49,09	1,18,13	17,76	...	33,16	15,54,90
October	6,43,13	59,32	74,83	5,15,61	...	...	48,89	1,30,42	14,73	...	54,01	15,71,84
November	6,57,90	56,80	80,03	5,31,51	...	...	43,05	1,18,53	14,07	...	57,95	15,63,74
December	6,05,12	60,70	79,51	5,24,76	...	...	46,94	1,38,45	9,88	...	54,29	15,19,68
1886.												
January	6,31,99	68,87	80,95	5,13,42	...	...	45,63	1,51,18	9,91	...	36,19	15,41,14
February	5,93,40	73,12	80,85	4,58,00	...	...	43,28	1,36,63	9,56	...	10,78	14,55,57
March	5,89,59	65,68	78,43	4,34,93	...	...	52,75	1,71,51	9,60	...	15,72	14,17,21
April	5,77,11	67,81	81,00	3,99,17	...	...	60,59	1,59,90	17,33	...	12,01	13,77,94
May	5,66,50	65,77	79,86	4,34,49	...	...	60,78	1,74,45	10,37	...	25,65	14,16,87
June	5,38,78	99,61	75,26	4,28,03	...	...	51,80	1,45,35	12,08	...	27,15	13,78,06
July	5,36,68	81,12	81,82	4,97,81	...	...	54,01	1,31,73	15,79	...	27,48	14,26,44
August	5,60,32	77,38	85,79	4,66,59	...	...	50,69	1,62,48	15,03	...	26,16	14,44,44
September	5,71,90	79,39	86,15	4,34,75	...	...	52,99	1,61,01	17,67	...	26,54	14,30,40
October	5,66,85	80,11	91,11	4,59,93	...	...	50,06	1,17,39	1,86	...	42,94	14,53,31
November	5,69,35	73,96	93,12	4,73,98	...	...	49,80	1,42,99	14,97	...	50,65	14,67,82
December	6,07,10	77,86	80,79	3,84,62	...	...	47,31	1,58,61	13,26	...	67,60	14,41,15
1887.												
January	5,87,95	69,71	80,67	3,96,66	...	...	38,15	1,68,83	10,72	...	37,15	14,09,84
February	5,89,78	79,55	78,80	3,88,92	...	...	39,79	1,89,08	9,55	...	31,99	14,07,44
March	5,96,40	61,17	79,78	3,81,26	...	...	44,98	1,83,49	9,74	...	31,86	13,87,68
April	5,96,37	67,7	84,00	3,19,99	...	...	37,76	1,62,70	10,59	...	33,07	14,01,65
May	5,77,38	50,85	88,80	4,13,89	...	...	40,68	1,61,88	12,90	...	34,94	13,90,32
June	5,73,82	75,73	80,38	4,04,99	...	...	39,60	1,71,61	14,70	...	46,39	14,07,72
July	5,72,58	1,01,15	93,31	4,69,21	...	...	42,95	1,88,23	19,53	...	56,69	15,47,58
August	5,67,78	96,98	1,02,37	5,07,34	...	...	47,14	1,72,20	13,49	...	58,22	15,65,82
September	6,05,63	95,62	1,05,30	5,58,52	...	...	51,72	1,77,89	12,60	...	71,10	16,78,28
October	6,26,18	1,02,47	1,01,56	6,15,23	...	...	56,86	1,76,09	10,22	...	87,15	17,78,05
November	6,52,19	97,19	1,00,40	6,54,53	...	...	59,92	1,74,85	9,11	...	1,08,54	18,61,03
December	6,92,62	92,67	87,64	5,52,91	...	...	50,04	1,90,56	8,74	...	94,08	17,69,36
1888.												
January	6,76,96	1,01,80	88,68	5,33,36	...	...	48,87	2,05,60	9,31	...	47,05	17,07,68
February	6,67,66	84,28	81,96	5,48,98	...	...	44,71	1,98,86	8,20	...	28,95	16,45,00
March	6,44,77	90,46	82,20	5,33,37	...	...	48,54	1,97,99	7,95	...	37,26	16,42,44
April	6,40,53	68,33	87,99	5,50,87	...	...	49,89	2,18,21	9,93	...	23,28	16,54,03
May	6,39,59	89,96	92,37	5,37,87	...	...	10,64	1,93,42	9,66	...	30,03	17,02,54
June	7,21,89	99,14	82,33	5,98,32	...	...	42,98	1,76,85	11,26	...	36,15	17,68,91
July	6,62,07	1,11,24	87,95	6,86,83	...	...	39,07	1,70,68	15,45	...	32,24	18,05,53
August	6,09,19	88,98	95,80	7,05,08	...	...	36,65	1,72,62	15,75	...	44,20	17,69,17
September	6,14,68	84,47	82,96	6,57,76	...	...	39,23	1,68,39	12,21	...	35,89	16,94,09
October	6,81,68	82,18	91,06	5,60,33	...	...	38,67	1,67,89	10,17	...	41,66	16,73,63
November	6,59,54	79,45	80,38	4,43,92	...	...	31,66	1,91,01	9,77	...	51,71	15,50,44
December	6,54,69	95,49	81,24	4,01,70	...	...	33,87	1,94,02	10,12	...	44,10	15,15,38
1889.												
January	6,57,89	74,96	79,11	4,40,92	...	...	36,63	1,87,61	9,26	...	41,24	15,27,02
February	6,80,47	69,69	78,39	4,15,95	...	...	39,41	1,81,67	9,85	...	27,55	14,32,98
March	6,67,07	65,87	85,15	5,03,27	...	...	41,14	1,71,59	11,39	...	28,26	15,73,78
April	6,68,81	60,11	90,78	5,15,56	...	...	46,13	1,71,95	10,22	...	18,97	15,82,53
May	6,62,54	72,87	85,79	4,90,97	...	...	44,28	1,82,88	14,30	...	23,03	15,76,66
June	6,73,96	90,40	87,46	5,10,56	...	...	38,48	1,69,79	14,86	...	28,99	16,24,30
July	6,67,46	73,45	85,25	5,45,70	...	...	46,09	1,85,85	17,78	...	27,93	16,49,51
August	6,01,31	85,82	83,59	5,76,59	...	...	41,11	1,82,00	15,23	...	21,58	16,15,33
September	6,27,51	87,4	84,01	5,14,63	...	...	47,13	2,10,46	15,09	...	27,84	16,18,81
October	6,44,06	81,63	86,93	5,74,12	...	...	38,66	1,90,57	17,18	...	26,98	16,62,98
November	6,45,67	86,73	81,76	5,83,59	...	...	38,24	1,90,91	14,90	...	24,98	16,66,78
December	6,54,82	84,05	77,76	4,48,10	...	...	36,69	1,97,70	10,76	...	36,74	15,46,65
1890.												
January	6,56,58	74,96	80,77	5,09,87	...	...	35,59	2,30,53	10,48	...	30,66	16,28,94
February	6,28,77	78,99	82,48	5,33,07	...	...	39,08	2,36,48	9,85	...	25,51	16,37,33
March	6,74,04	74,58	90,10	4,46,88	...	...	40,13	2,11,80	11,02	...	28,63	15,77,18

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first four months of the official year 1890-91, and of the nineteen preceding years.
(IN THOUSANDS OF RUPEES.)

FOR THE FOUR MONTHS, APRIL TO JULY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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	BENGAL.			Total Revenue.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.				On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			On Imports.			On Exports.			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* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT,
Statistical Branch,
Calcutta, 15th Nov. 1890.

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT
PUBLIC WORKS
CIVIL WORKS—

COMPARATIVE RETURNS OF TRAFFIC ON THE CANALS IN BENGAL

GOVERNMENT OF BENGAL, PUBLIC WORKS
MAJOR WORKS AND MINOR

Comparative Return of Traffic carried on the Orissa Canals

	DEMANDS.		Collections during current half-year.	SAME PERIOD OF PREVIOUS YEAR.			NATURE OF CARGO	CURRENT HALF-YEAR.			CORRESPONDING PERIOD OF PREVIOUS YEAR.	
	Balance from previous year.	For current half-year.		Balance uncollected.	Demands.	Collections.		Up.	Down.	TOTAL.	Up.	Down.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Tons.	Tons.	Tons.	Tons.	Tons.
TOLLAGE.												
Boats (private and Government)	4,749	28,772	29,971	4,064	33,333	29,472	Grain . . .	7,747½	3,714	11,461½	5,935½	4,428½
Ratts		514					Cotton . . .	...	49	49	...	28
							Oil-seeds . . .	231	285	516	86	659½
CARRYING OPERATIONS.							Salt	206½	974	1,180½	156½	830½
Boating (Government) . .	...	3,421	3,421	...	2,012	2,012	Piece-goods . .	...	31	31	18	338
Fines and sundries . . .	...	31	31	...	..	...	Metal . . . . .	...	5	5	...	...
TOTAL	4,749	32,738	33,423	4,064	35,345	31,484	Building materials	448	10,125	10,573	492	6,886½
Talunda Canal System . .	113	2,405	2,513	5	1,204	1,185	Miscellaneous . .	3,589	2,830	6,419	3,537	2,978½
Kendrapara Canal System .	4,475	21,201	21,789	3,897	27,322	23,693	Fuel	289	207½	496½	657	199
High Level Canal, Range I	211	6,814	6,892	133	4,903	4,726	Timber in rafts . .	1,795	1,989	3,784	167	3,477
Ditto, Range II . . .	...	1,477	1,450	27	1,272	1,257	...	...	23,490	24,490	...	...
Ditto, Range III . .	...	737	735	2	644	623	...	...	No.	No.	...	...
Jajepore Canal . . . . .	...	44	44	...			Bamboos	20,265	221,108	241,373	150	147,766
							...	...	C. ft.	C. ft.	...	...
									375	375	...	...
TOTAL	4,749	32,738	33,423	4,064	35,345	31,484	TOTAL	Tons 12,511 No. 22,060 C. ft. ...	Tons 18,220½ No. 223,097 C. ft. 23,865	Tons 30,731½ No. 245,157 C. ft. 23,865	Tons 10,902 No. 317	Tons 16,348½ No. 151,243 ...

CALCUTTA,
The 21st July 1890.

OF INDIA.

DEPARTMENT.

Irrigation.

FOR THE HALF-YEARS ENDED 30th SEPTEMBER 1889 AND 1888.

DEPARTMENT, IRRIGATION BRANCH.

WORKS AND NAVIGATION.

for the half-years ending 30th September 1889 and 1888.

[illegible]

G. A. G. SHAWE, .

Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Hugullee Tidal Canal for the half-years ending 30th September 1889 and 1888.

	DEMANDS.		SAME PERIOD OF PREVIOUS YEAR		CURRENT HALF-YEAR		CORRESPONDING PERIOD OF PREVIOUS YEAR				TONNAGE		TON-MILEAGE		VALUE OF GOODS.			NUMBER OF PASSENGERS	
	Balance from previous year.	For current year.	Balance uncollected	Demands.	Collection during current year	Balance uncollected	Demands.	Collection	NATURE OF CARGO	Up		Down		Total		1889	1888	1889	1888
	2	3	4	5	6	7	8	9		Tons	10	Tons	11	Tons	12	13	14	Tons	No.
1																			
TOLLAGE																			
Boats (private and Government)	1510	27,977	27,752	1,745	35,558	31,229	Gram	16,639	208	16,847	23,934	23	23,957	23	23,957	2,028,197	17,80,209	20,27,755	13,958
Rafts							Cotton	..	2	2	..	..	..	..	..	..	..	20,296	
CARRIAGE OPERATIONS							Oilseeds	39	44	83	48	4	52	4	52	..	..	..
Baling (Government)							Salt	..	2278	2278	..	3,046	3,046	3,046	3,046	..	..	..
							Piece-goods	..	216	216	..	249	249	249	249	..	..	..
							Metal	36	24	60	..	35	35	35	35	..	..	..
							Building materials	216	132	348	43	156	159	159	159	..	..	..
Fines and sundries							Miscellaneous	5327	3,696	9,023	3,794	3,773	7,567	7,567	7,567	..	..	..
							Fuel	82	532	614	84	421	505	505	505	..	..	..
							Timber	207	310	517	835	736	1,561	1,561	1,561	..	..	..
							Bamboos	1500	100	1,600	..	300	300	300	300	..	..	..
TOTAL	1510	27,687	27,752	1,745	35,558	31,229	TOTAL	22,339	7,132	29,471	27,903	7,707	35,610	35,610	35,610	100,166	2,028,197	17,80,209	20,27,755
								1707	440	2,147	835	1,056	1,861	1,861	1,861	83,702	1,597,741	2,028,197	13,958

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

CALCUTTA,
The 21st July 1890.

Comparative Return of Traffic carried on the Sone Canals

	DEMANDS.		Collections during current year.	Balance uncollected	SAME PERIOD OF PREVIOUS YEAR.		NATURE OF CARGO.	CURRENT HALF-YEAR.		
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
TOLLIAGE.	R	R	R	R	R	R		Tons.	Tons.	Tons.
Boats (private and Government)	1,274	24,035	28,397	910	31,850	31,545	Grain . . .	342	7,731	8,073
Rafts		3,998					Cotton . . .	21	...	21
CARRYING OPERATIONS.							Oilseeds . . .	57	4,247	4,304
Boating (Government) . .	...	...	...	...	...	...	Salt	1,661	1	1,662
Fines and sundries . .	...	...	...	...	...	...	Piece-goods . .	860	93	953
							Metal	69	30	99
TOTAL	1,274	28,033	28,397	910	31,850	31,545	Building materials .	1,024	1,453	2,477
							Miscellaneous . .	2,201	4,783	6,984
Patna Canal System . . .	1,135	14,342	15,056	421	15,656	15,466	Fuel	308	175	483
Arrah Canal System . . .	100	10,018	9,683	435	11,074	11,025	{ in rafts	...	...	...
Buxar Canal System . . .	39	3,673	3,658	54	5,120	5,054	Timber	41	240	281
							{ in rafts	...	1,865	1,865
							Bamboos	199	6,939	7,138
							Bullahs . . . . .	...	...	...
							and fire-wood . .	8	2,679	2,687
TOTAL	1,274	28,033	28,397	910	31,850	31,545	TOTAL	6,791	30,236	37,027

CALCUTTA,

The 21st July 1890.

or the half-years ending 30th September 1889 and 1888.

CORRESPONDING PERIOD OF PREVIOUS YEAR.			TONNAGE.						TON-MILEAGE.						VALUE OF GOODS.						NUMBER OF PASSENGERS.					
Up.	Down.	TOTAL.	1889.			1888.			1889.			1888.			1889.			1888.			1889.			1888.		
			Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons	Tons	Tons	Tons	Tons	Tons.	Tons	Tons	Tons	R	R	R	R	R	R	No	No.	No.	No.	No.	No.
777	10,233	11,010	23,032	21,841	12,297	24,582	23,960	16,249	1,510,528	960,758	157,616	1,536,729	1,086,836	353,146	10,93,603	11,39,771	3,09,440	15,19,430	10,98,810	9,09,638	3,533	12,452	7,691½	3,136	8,514	6,571½
24	2	26																								
58	4,598	4,656																								
1,785	141	1,926																								
1,089	150	1,239																								
100	14	114																								
1,084	2,066	3,150																								
1,957	5,840	7,797																								
153	171	324																								
...	12	12																								
204	259	463																								
...	1,412	1,412																								
287	391	678																								
61	8,756	8,817																								
7,579	34,045	41,624	57,170			64,791			2,628,902			2,976,711			25,42,814			35,27,878			23,676½			18,221½		

G. A. G. SHAW,

Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Circular and Eastern Canals and Tolly's Nullah for the half-years ending 30th September 1889 and 1888.

•	DEMANDS.		Collection during current year.	Balance uncollected	SAME PERIOD OF PREVIOUS YEAR		NATURE OF CARGO.	CURRENT HALF-YEAR.			CORRESPONDING PERIOD OF PREVIOUS YEAR.				TONNAGE.		TON-MILEAGE.		VALUE OF GOODS		NUMBER OF PASSENGERS.	
	Balance from previous year.	For current year.			Demands.	Collection.		Up	Down	Total	Up.	Down	Total.	1889.	1888	1889	1888	1889.	1888.	1889.	1888.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
TOLLAGE.	R	R	R	R	R	R		Tons.	Tons	Tons	Tons	Tons	Tons	Tons.	Tons.	Tons	Tons	R	R	No.	No.	
Boats (private and Government).	2,958	1,68,817	1,70,757	1,075	2,05,126	2,02,084	Grain	59,029	2,519	61,548	112,294	39	112,333									
Rafts							Cotton	205		205	524	...	524									
							Oilseeds	11,905	61	11,966	6,826	89	6,915									
							Salt	8,723	22,917	31,640	7,040	25,912	32,952									
CARRYING OPERATIONS.							Piece-goods	9	...	9	...	...	...						
Boating (Government).	...	...	...	...	...	...	Metal	177	73	250	91	59	190	879,560	1,046,131	7,610,235	2,08,030	2,09,03,390	2,16,21,235	17,103	18,957
							Building materials	36,425	850	37,275	38,660	439	39,099									
							Miscellaneous	65,442	5,312	70,754	63,885	4,070	67,955									
Fines and sundries	...	...	...	...	...	...	Fuel	68,926	4,581	73,507	67,783	5,433	73,216								
							Timber in rafts	C ft	C ft	C. ft	C. ft.	C ft	C ft									
							Bamboos	3,428	3,172	6,600	590	18,007	18,597									
								6,062		6,062	7,935	...	7,935									
Total	2,958	1,68,874	1,70,757	1,075	2,05,126	2,02,084	Total	250,841	36,313	287,154	297,103	36,081	333,184	879,560	1,046,131	7,610,235	9,208,050	2,09,03,390	2,16,21,235	17,103	18,957	
								C. ft.	C ft	C. ft.	C. ft	C. ft	C. ft									
								9,490	3,172	12,662	8,525	18,007	26,532									

CALCUTTA.

The 21st July 1890.

G. A. G. SHAW,.

Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Nudda Rivers for the half-years ending 30th September 1889 and 1888.

	DEMANDS.		Collections during current year.	Balance uncollected.	SAME PERIOD OF PREVIOUS YEAR.		NATURE OF CARGO	CURRENT HALF-YEAR.			CORRESPONDING PERIOD OF PREVIOUS YEAR.			TONNAGE.		TON-MILEAGE.		VALUE OF GOODS.		NUMBER OF PASSENGERS.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	TOTAL.	Up.	Down.	TOTAL.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
TOLLAGE.	R	R	R	R	R	R		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	R	R	No	No.
Boats (private and Government).	529	1,16,449	1,11,032	6,558	1,19,288	1,15,714	Grain	2,127	52,570	54,697	2,895	67,639	70,534								
Rafts		612					Cotton	9	68	77	...	2	2								
							Oilseeds	137	26,545	26,682	483	21,759	22,242								
CARRYING OPERATIONS.							Salt	19,253	717	19,970	21,402	666	22,068								
Boating (Government).	...	...	...	...	...	...	Piece-goods	22	5	27	24	1	25								
							Metal	515	108	623	912	126	1,038								
							Building materials.	1,906	1,095	3,001	1,026	902	1,928								
Fines and sundries	...	...	...	...	...	...	Miscellaneous.	31,803	76,010	1,07,813	30,874	81,345	1,15,219								
							Fuel	7,218	542	7,760	9,182	486	9,668								
							Timber in rafts.	2,903	43,081	45,984	2816	24,698	27,514								
							Bamboos	289	20,302	20,591	776	26,808	27,584								
TOTAL	529	1,17,061	1,11,032	6,558	1,19,288	1,15,714	TOTAL	62,990	157,660	220,650	66,798	175,926	242,724	511,607	524,270	...	...	2,29,02,936	2,15,49,589	22,781	18,350

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

CALCUTTA,
The 21st July 1890.

Comparative Return of Traffic carried on the Orissa Coast Canal for the half-years ending 30th September 1889 and 1888.

	DEMANDS.		Collections during current year.	Balance uncollected.	SAME PERIOD OF PREVIOUS YEAR.		NATURE OF CARGO.	CURRENT HALF-YEAR.				CORRESPONDING PERIOD OF PREVIOUS YEAR.			TONNAGE.		TON-MILEAGE.		VALUE OF GOODS.		NUMBER OF PASSENGERS.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	TOTAL.	Up.	Down.	TOTAL.	Up.	Down.	TOTAL.	1889.	1888.	1889.	1888.	1889.	1888.
I			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
TOLLAGE.																						
Boat's (private and Government).	4,966	28,860	28,779	5,138	35,756	28,261	Grain . .	9,232	870	10,102	17,295	1,224	18,519									
Rafts . . .		91					Cotton . .	7	..	7	..	4	4									
CARRYING OPERATIONS.							Oilseeds . .	51	1	52	118	..	118									
Boating (Government).							Salt . . .	18	1,032	1,050	4	1,450	1,454									
							Piece-goods .	1	120	121	..	104	104									
Fines and sundries							Metal . . .	1	22	23	..	4	4									
							Building materials.	76	396	472	26	71	97									
							Miscellaneous	919	2,504	3,423	501	2,407	2,908									
							Fuel . . .	52	339	391	353	338	691									
							Timber in rafts	2,641	..	2,641	891	1,716	2,607									
							Bamboos . .	955	2,373	3,328	3,232	2,440	5,672									
TOTAL	4,966	28,951	28,779	5,138	35,756	28,261	TOTAL	10,357	5,284	15,641	18,297	5,602	23,899	52,119	72,683	1,640,748	1,872,942	11,15,799	11,59,153	29,671	25,407	

CALCUTTA,
The 21st July 1890.G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FOURTH
QUARTER OF 1889.

No 441 R. T., dated Simla, the 5th August, 1890.

RESOLUTION—By the Government of India, Public Works Department

Read again—

Public Works Department Resolution No. 559 R. T., dated 20th June 1885
" " " " " 570 R. T., dated 10th June 1886.
" " " " " 764 R. T., dated 29th June 1887.
" " " " " 866 R. T., dated 20th August 1888.
" " " " " 298 R. T., dated 3rd July 1889.
" " " " " 194 R. T., dated 30th May 1890

Read also—

Docket from the Director General of Railways, No. 134 Statistical, dated the 24th July 1890, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended the 31st December 1889.

OBSERVATIONS—As compared with the average of the five* corresponding previous quarters, the number of accidents to trains, rolling-stock, permanent-way, &c., show an increase of 66, or 10·58 per cent., with an increase of 2,583·25 miles, or 19·61 per cent., in the mean mileage open, and of 1,752,017 miles, or 15·22 per cent., in the train-mileage. The following are the Railways on which the more important fluctuations occurred :—

RAILWAY	Number of accidents.	ACCIDENTS.				TRAIN MILEAGE.	
		Increase.	Decrease.	Percentage of increase	Percentage of decrease.	Percentage of increase.	Percentage of decrease.
Rajputana-Malwa . . .	98	19	...	24 05	..	..	2 42
Southern Mahratta . . .	48	30	.	166·66	..	68 70	..
Indian Midland . . .	23	(a) 20	...	666 66	...	855 29	..
North Western . . .	87	.	29	...	25 00	26 38	...
Great Indian Peninsula . . .	47	14	.	42 42	.	6·75	...
Dibru-Sadiya . . .	18	...	(b) 14	...	43 75	26 01	...
The Nizam's Guaranteed State . . .	31	19	...	158·33	...	56 81	...

2. The principal variations on the Rajputana-Malwa Railway were an increase of 9 accidents under "The bursting of tubes, &c., of engines," 11 under "The Failure of axles" and 5 under each of the heads, "The Failure of couplings" and "Broken rails," and a decrease of 14 under "Trains running over cattle on the line."

3 Of the increase of 30 accidents on the Southern Mahratta Railway, 16 occurred under "Trains running over cattle on the line" and 5 under "The flooding of portions of permanent-way," due, it appears, to some extent, to the increased mileage worked.

* Except where statistics for five quarters are not available.

(a) As compared with the corresponding quarter of the previous year

(b) As compared with the average of the four corresponding previous quarters

4. On the Indian Midland Railway, with an increase of 615·25 miles in the mean length worked, and of 305,135 miles in the train-mileage, the number of accidents rose from 3 to 23.

5. On the North Western Railway the only noticeable difference was a decrease of 7 under "Other accidents" and of 5 under "The failure of couplings."

6. The increases on the Great Indian Peninsula Railway mainly occurred under "The failure of machinery, springs, &c., of engines" and "Fire in trains," the number recorded under these heads being 10 against 1, and 11 against 4 respectively.

7. On the Dibru-Sadiya Railway the number of accidents classed under "Goods trains or parts of goods trains, engines, &c., leaving the rails" fell from 9 to 1 and those classed as "Other accidents" from 7 to 1.

8. On the Nizam's Guaranteed State Railway there was an increase of 7 accidents under "Trains running over cattle on the line" and of 11 under "The failure of machinery, springs, &c., of engines."

9. The following table exhibits the number of accidents under the different classes, due to "Accidents to trains, rolling-stock, permanent-way, &c.," and the number of persons killed and injured thereby, *vide* Tables Nos. 3 and 4:—

Serial No.	CAUSES OF ACCIDENTS	Average of corresponding quarters of five previous years *	FOURTH QUARTER, 1889				TOTAL ALL CLASSES		
			Number.	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		Killed.	In-jured
				Killed	In-jured	Killed.	In-jured.		
1	Collisions between passenger trains or parts of passenger trains	2	2	...	...	...	...	...	...
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	11	11	...	...	...	...	...	...
3	Collisions between goods trains or parts of goods trains	19	27	...	...	...	...	...	...
4	Collisions between light engines	3	4	...	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails	20	22	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c, leaving the rails	82	61	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	12	8	17	29	...	2	17	31
8	Trains running into stations or sidings at too high a speed	2	2	...	...	...	1	...	1
9	Trains running over cattle on the line	190	220	...	1	...	...	...	1
10	" " obstructions on the line	22	23	1	4	...	...	1	4
11	Train running through gates at level-crossings	14	13	...	...	...	...	...	...
12	The bursting of boilers of engines	23	32	...	...	...	...	...	...
12(a)	" " of tubes, &c., of engines			...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	57	83	...	...	...	...	...	...
14	The failure of tyres	4	2	...	...	...	...	...	...
15	" wheels	...	1	...	...	...	...	...	...
16	" axles	11	18	...	...	...	...	...	...
17	" brake apparatus	...	2	...	...	...	...	...	...
18	" couplings	35	45	...	...	...	...	...	...
19	" tunnels, bridges, viaducts, culverts, &c	...	...	...	...	...	...	...	...
20	Broken rails	8	18	...	...	...	...	...	...
21	The flooding of portions of permanent-way	10	13	...	...	...	...	...	...
22	Slips in cuttings or embankments	3	4	...	...	...	...	...	...
23	Fire in trains	34	29	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	8	9	...	...	...	...	...	...
25	Other accidents	54	41	...	...	...	1	...	1
TOTAL FOR 1889		..	690	18	34	...	4	18	38
TOTAL—Average of corresponding quarters of five previous years*		...	624	2	11	3	10	5	21

* Except where statistics for five quarters are not available for any line.

10. The principal variations occurred under "Goods trains or parts of goods trains, engines, &c., leaving the rails," 61 against 82; "Trains running over cattle on the line," 220 against 190; "The failure of machinery, springs, &c., of engines," 83 against 57; "The failure of couplings," 45 against 35; "Broken rails," 18 against 8, and "Other accidents," 41 against 54.

11. Of the 61 cases of "Goods trains or parts of goods trains, engines, &c., leaving the rails," 8 occurred on each of the following Railways, the Eastern Bengal, Madras, and South Indian Railways, and 7 on the North Western Railway. As already stated there was a decrease of 8 accidents of this class on the Dibru-Sadiya Railway.

12. The number of cattle accidents was largest on the Eastern Bengal State Railway, *viz.*, 26; next to it comes the North Western Railway with 24 accidents; then the Southern Mahratta with 23 and the South Indian with 21.

13. The increase under "The failure of machinery, springs, &c., of engines" was mainly due to the number of accidents returned by the Great Indian Peninsula Railway, which returned 10 against 1, and by the Nizam's Guaranteed State Railway which returned 13 against 2.

14. Axles failed in 18 instances, of which 15 were on the Rajputana-Malwa Railway alone. The number of failures of couplings on this Railway was also large, being 14 or about one-third of the total reported.

15. There were 13 cases of "Fire in trains" recorded on the North Western Railway and 11 on the Great Indian Peninsula Railway out of a total of 29.

16. The accidents classed as "Other accidents" numbered 41, of which 24 were returned by the Bombay, Baroda and Central India Railway.

17. The casualties resulting from accidents to trains, &c., were among passengers and others, 18 killed and 34 injured against 2 killed and 11 injured; and among servants, 4 injured against 3 killed and 10 injured.

18. Of the casualties to passengers, 17 were killed and 29 injured on the East Indian Railway on the 27th of October 1889, in consequence of the down mail having been turned into a dead siding at the Hathras station. A special report of this accident is attached to the returns under review.

19. The casualties to passengers from causes other than accidents to trains, &c., *vide* Table No. 2, were—

CAUSES OF ACCIDENTS.	FOURTH QUARTER, 1889.		AVERAGE OF CORRESPONDING QUARTERS OF FIVE PREVIOUS YEARS *	
	Killed.	Injured.	Killed	Injured.
1. From falling between carriages and platforms .	4	4	2	3
2. Falling on to the platform, ballast, &c., when getting into or out of trains . . .	2	2	2	4
3. Whilst crossing the line at stations . . .	1	..	1	1
4. By closing of carriage doors . . .	...	1	..	1
5. Falling out of carriages during the travelling of trains	7	18	4	12
6. Other accidents	4	9	2	5
TOTAL .	18	34	11	26

20. The accidents to servants in the employ of railways, or of contractors, whilst performing duties connected directly with the transit of passengers and

* Except where statistics for five quarters are not available for any line.

goods, from causes other than accidents to trains, &c., were as follows, *vide* Table No. 2 :—

CAUSES OF ACCIDENTS.	FOURTH QUARTER, 1889.		AVERAGE OF CORRESPONDING QUARTERS OF FIVE PREVIOUS YEARS.*	
	Killed.	Injured.	Killed.	Injured.
1. During shunting operations	6	18	5	9
2. Falling off engines, vans, wagons, &c.	3	11	4	11
3. Coming in contact with over-bridges, &c., during the travelling of trains . . . . .	...	3	...	1
4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines . . . . .	...	...	...	1
5. Getting on or off trains, engines, &c.	5	16	2	7
6. Whilst loading, unloading or sheeting	2	16	1	14
7. Whilst breaking, spragging, or chocking wheels . . . . .	...	1	...	1
8. Whilst working at cranes or capstans . . . . .	...	1	...	1
9. Whilst working on the permanent-way or in sidings	2	6	2	4
10. Whilst walking along the line on the way home, or to work	2	2	2	2
11. Whilst walking, crossing, or standing on the line	9	8	7	9
12. Whilst passing between vehicles	1	4	1	1
13. Whilst attending to the machinery of engines, cleaning them, &c. . . . .	...	1	1	4
14. Whilst attending to gates at level-crossings	1	...	1	...
15. Falling, or being caught between vehicles and platforms . . . . .	...	...	1	2
16. Falling off ladders, scaffolds, platforms, &c.	1	1	...	5
17. By falling of lamps, wagon-doors, timber, weights, &c.	1	9	...	7
18. Whilst coupling or uncoupling wagons	3	7	3	8
19. Miscellaneous	5	33	5	23
TOTAL	41	137	35	110

21. Of other persons killed and injured by running trains, &c., 5 were killed and 6 injured whilst passing over railways at level-crossings; 55 were killed and 25 injured whilst trespassing on the line; 15 committed suicide and 1 was injured in attempting to commit suicide; 3 were killed and 2 injured from miscellaneous causes.

22. The following table exhibits the total number of persons killed and injured from all causes over the whole Indian Railway system, as compared with the average of the corresponding quarters of five previous years, *vide* Table No. 1 :—

CAUSES OF ACCIDENTS.	FOURTH QUARTER, 1889.		AVERAGE OF CORRESPONDING QUARTERS OF FIVE PREVIOUS YEARS.*	
	Killed.	Injured.	Killed.	Injured.
<i>Passengers.</i>				
From causes beyond their own control	19	35	2	13
From misconduct or want of caution	16	29	11	24
<i>Servants.</i>				
From causes beyond their own control	2	7	5	18
From misconduct or want of caution	39	134	33	102
<i>Others.</i>				
Whilst passing over railways at level crossings	5	6	2	1
Trespassers, including suicides	70	26	46	13
Other persons	3	2	3	2
TOTAL	154	239	102	173
TOTAL OPEN MILEAGE	15,759½		13,176	
TOTAL TRAIN-MILEAGE	13,263,150		11,511,133	

* Except where statistics for five quarters are not available for any line.

23. In addition to the above, 16 persons are reported to have been killed and 34 injured in yards, workshops, &c., and 166 persons to have died in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—The Government of India notices that, with an increase of 2583·25 miles, or 19·61 per cent., in the mean-mileage open, and of 1,752,017 miles, or 15·22 per cent., in the train-mileage, the number of accidents to trains, rolling-stock, permanent-way, &c., show an increase of 66 or 10·58 per cent., as compared with the average of the five corresponding previous quarters.

The number of passengers and others killed and injured by accidents to trains, &c., is 0·662 and 1·168 respectively per million of passengers carried.

The casualties to passengers from causes other than accidents to trains, &c., increased from 11 killed and 26 injured to 18 killed and 24 injured.

The accidents to servants in the employ of railways, or of contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., have also increased from 35 killed and 110 injured to 41 killed and 137 injured.

The total number of persons killed and injured from all causes over the whole of the Indian Railway system, as compared with the average of the corresponding quarters of five previous years, also show increases from 102 killed and 173 injured to 154 killed and 239 injured, or 50·98 and 38·15 per cent., respectively, against increases of 19·61 and 15·22 per cent. in the open and train mileages.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

ORDER.—Ordered that this Resolution, with the Abstract Returns, be communicated for information to the Local Governments, Administrations, and Officers noted in the margin.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered, further that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Offg. Under-Secretary.

Documents accompanying.

Abstract Returns of Accidents for the fourth quarter of 1889

NUMBER OF PERSONS REPORTED DURING THE FOURTH QUARTER OF 1889 AS KILLED OR INJURED ON THE SEVERAL RAILWAYS OPEN FOR TRAFFIC IN INDIA, &c.—concluded.

Name of Railway.	PASSENGERS.				RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS.				OTHER PERSONS.				Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.
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(a) Includes the Barak Valley State railway.

(b) Includes the Barak Valley extension.

(c) Except where statistics for five quarters are not available for any line.

TABLE No. 2.

TABLE

NUMBER of PERSONS reported during the Fourth Quarter of 1889 as KILLED or INJURED on all RAILWAYS open for
practicable, the Nature and Causes of the *

[illegible]

No. 2.

Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as Accidents occasioning the Death or Injury.

VANTS.

FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.															OTHERS.										Serial number.
7. Whist breaking, squealing or shocking wheels.															Whist passing over railways at level-crossings.										Total all classes.
8. Whist working at cranes or capstans.															Trespassers.										
9. Whist working on the permanent-way or in sidings.															Suicides.										
10. Whist walking along the line on the way home or to work.															Miscellaneous.										
11. Whist walking, crossing, or standing on the line.															Total Others.										
12. Whist passing between vehicles.																									
13. Whist attending to the machinery of engines, cleaning them, &c.																									
14. Whist attending to gates at level-crossings.																									
15. Falling or being caught between vehicles and platform.																									
16. Falling off ladders, scaffolds, platforms, &c.																									
17. By falling of lamps, wagon-doubs, timber, weights, &c.																									
18. Whist coupling or uncoupling wagons.																									
19. Miscellaneous.																									
Total.																									
TOTAL SERVANTS.																									
Killed.															Killed.										
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(a) Includes the Deodhar, Manmad, Khargone and Amrit State railways.

(b) Includes the Beavada extension.

(c) Except where statistics for five quarters are not available for any line.

TABLE No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents and the Number of Passengers and Others, and of Railway Servants KILLED or INJURED in each Class of Accident.

SEE ALSO TABLE No. 4.
STATE IMPERIAL.

CLASS.	EAST INDIA (a).						BOMBAY-MAHARASHTRA (d).						SOUTHERN MAHARASHTRA.						SOUTHERN MADRAS, MYSORE SECTIONS.					
	Number of Passengers and others.			Total all Classes.			Number of Passengers and others.			Total all Classes.			Number of Passengers and others.			Total all Classes.			Number of Passengers and others.			Total all Classes.		
	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	2	17	29	...	17	29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line ...	2	(b) 1	(b) 1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of machinery, springs, &c., of engines ...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of axle ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of couplings ...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Ditto of vaneels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. Broken rails ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Slips in cutting or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire in trains ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26. Other accidents ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	30	(c) 18	(c) 30	...	18	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of passenger miles ...	254,307,438						123,136,731						34,140,971						10,793,600					
" of servants employed ...	26,774						13,287						7,693						1,961					
Train-miles of all descriptions	1,999,073						1,414,579						894,961						118,148					

(a) Includes the Feroz-Gin. Bikaner-Godanwar and Feroz-Gin. Allahabad-Godanwar railways.

(d) One was not a passenger.

TABLE No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—continued.

CLASS.	STATES IMPERIAL—continued.											
	INDIAN-MIDLAND (c).				NORTH WESTERN (b).				ODISH AND RORILKHAND.			
	WAHGA COAL.				Number of Passengers and others.				Number of Servants.			
	No.	Killed.	Injured.	Total all Classes.	No.	Killed.	Injured.	Total all Classes.	No.	Killed.	Injured.	Total all Classes.
Collisions between passenger trains, or parts of passenger trains ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Collisions between goods trains, or parts of goods trains ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Collisions between light engines	1	...	...	...	...	...	...	...	...	...	...	...
Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...
Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...
Trains or engines travelling in the wrong direction through points	1	...	...	...	...	...	...	...	...	...	...	...
Trains running into stations or sidings at too high a speed ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Trains running over cattle on the line	10	...	...	...	...	...	...	...	...	...	...	...
Ditto over obstructions on the line	2	...	...	...	...	...	...	...	...	...	...	...
Ditto through gates at level-crossings ... ..	...	...	...	...	...	...	...	...	...	...	...	...
The bursting of boilers of engines ... ..	...	...	...	...	...	...	...	...	...	...	...	...
(a) Ditto of tubes, &c., of engines	10	...	...	...	...	...	...	...	...	...	...	...
The failure of machinery, springs, &c., of engines	15	...	...	...	...	...	...	...	...	...	...	...
Ditto of tyres ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Ditto of wheels ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Ditto of axles ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Ditto of brake apparatus ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Ditto of couplings ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Ditto of tunnels, bridges, viaducts, culverts, &c.	1	...	...	...	...	...	...	...	...	...	...	...
Broken rails ... ..	...	...	...	...	...	...	...	...	...	...	...	...
The flooding of portions of permanent-way	1	...	...	...	...	...	...	...	...	...	...	...
Slips in cuttings or embankments ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Fire in trains ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Fire at stations, or involving injury to bridges or viaducts	1	...	...	...	...	...	...	...	...	...	...	...
Other accidents	3	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	23	2	2	...	87	...	...	...	28	...	...	...
Number of passenger miles	27,540,916				149,550,069				59,001,272			
" of servants employed	7,751				25,055				6,331			
Train-mileage of all descriptions	340,811				2,038,923				723,131			
TOTAL ALL CLASSES	68,361,303				894,316				(d) 404			
	10,020				21,247				894,860			

(a) Includes the Sindia and Bhopal-Itdad State railways.
(b) Includes the Amritsar-Fathabad and Rajpoot-Sindia State railways.
(c) Includes the Bengal Central railway.

TABLE No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—continued.

CLASS.	SEE ALSO TABLE No. 4											
	NAINITAL.				TIRHOO.				LUCKNOW-SHARUP-SERANAU.			
	JORET.				CHENNAI-COMPANY.							
	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line
3. Collisions between goods trains, or parts of goods trains
4. Collisions between light engines
5. Passenger trains, or parts of passenger trains, leaving the rails
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Trains running over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
13. Ditto of tubes, &c., of engines
13(a). The failure of machinery, springs, &c., of engines
14. Ditto of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, &c.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	1	..	..	..	5	..	..	..	2	..	..	..
Number of passenger miles	889,734	22,699,258	3,334,286	205,349	86,447	..	..	..	..	..	..	..
" of servants employed	112	1,811	543	183	50	..	..	..	..	..	..	..
Train-mileage of all descriptions	11,145	151,925	42,181	5,612	5,844	..	..	..	..	..	..	..

TABLE NO. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—continued.

SEE ALSO, TABLE NO. 4.

CLASS.	SOUTH PROVINCE—continued.										GUARANTEED COMPANIES.										BOMBAY, BARODA AND CENTRAL RAILW.									
	BOMBAY (a).					MADRAS.					SOUTH INDIAN (b).					GREAT INDIAN PENINSULA (c).					No.					No.				
	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.	Number of Passengers and others.		Number of Servants.		Total all Classes.
	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains, or parts of passenger trains	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3. Collisions between goods trains, or parts of goods trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4. Collisions between light engines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5. Passenger trains, or parts of passenger trains, leaving the rails	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7. Trains or engines travelling in the wrong direction through points	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9. Trains running over cattle on the line	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10. Ditto over obstructions on the line	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11. Ditto through gates at level-crossings	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12. The bursting of boilers of engines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13. The failure of tubes, &c., of engines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14. The failure of machinery, springs, &c., of engines	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15. Ditto of tyres	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16. Ditto of wheels	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17. Ditto of axles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18. Ditto of brake apparatus	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19. Ditto of couplings	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20. Ditto of tunnels, bridges, viaducts, culverts, &c.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21. Broken rails	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22. The flooding of portions of permanent-way	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
23. Slips in cuttings or embankments	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24. Fire in trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25. Fire at stations, or involving injury to bridges or viaducts	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
26. Other accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL ALL CLASSES	15	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

Number of passenger miles	46,413,463	81,994,641	69,017,493	138,283,442	70,901,971
Number of servants employed	5,479	6,638	10,061	25,105	6,155
Train-mileage of all descriptions	348,445	598,129	551,560	2,427,845	523,955

TABLE No. 3.—ACCIDENTS TO TRAINS, RAILING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—continued.

SEE ALSO TABLE No. 4. ASSISTED COMPANIES.																																						
CLASS.	DARJEELING-HIMALAYAN.				DIOGUNA.				DIARB-SADITYA.				BENGAL AND NORTH-WESTERN.				BOMBAY-PUNJAB-KATHIWAR(S).																					
	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.																		
																					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains																	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line																	
3. Collisions between goods trains, or parts of goods trains																	
4. Collisions between light engines																	
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points																	
8. Trains running into stations or sidings at too high a speed																	
9. Trains running over cattle on the line																	
10. Ditto over obstructions on the line																	
11. Ditto through gates at level-crossings	1	(a) 1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines																	
13(a). Ditto of tubes, &c., of engines																	
13. The failure of machinery, springs, &c., of engines																	
14. Ditto of tyres																	
15. Ditto of wheels																	
16. Ditto of axles																	
17. Ditto of brake apparatus																	
18. Ditto of couplings																	
19. Ditto of tunnels, bridges, viaducts, culverts, &c.																	
20. Broken rails																	
21. The flooding of portions of permanent-way																	
22. Slips in cuttings or embankments																	
23. Fire in trains																	
24. Fire at stations, or involving injury to bridges or viaducts																	
25. Other accidents																	
TOTAL ALL CLASSES	3	(a) 1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of passenger miles	...	301,897	...	...	...	269,466	...	...	...	...	559,993	...	...	...	18,749,607	...	...	...	2,206,543	...					
" of servants employed	...	489	...	...	...	52	...	...	...	...	800	...	...	...	3,115	...	...	...	744	...					
Train-mileage of all descriptions	...	26,523	...	...	...	2,360	...	...	...	...	31,624	...	...	...	189,835	...	...	...	22,173	...					

(a) Not passenger.

(b) Includes the Bareilly-Filibitt State railway.

(a) Not passenger.

(b) Includes the Bardilly-Pilibhit State railway.

TABLE No. 3.—Accidents to Trains, Rolling-stock, Permanent-way, &c., reported during the Fourth Quarter of 1889, &c.—continued.

CLASS.	SEE ALSO TABLE NO. 4.										THE NIAH'S GUARANTEED STATE (a).										THE GANESWARI'S DUREOL.									
	FOREIGN.										WEST OF INDIA, PORTUGUESE.										No.									
	TRANSPORTATION.					PASSENGERS.					No.					PASSENGERS AND OTHERS.					PASSENGERS AND OTHERS.					PASSENGERS AND OTHERS.				
	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.	No.	Number of Passengers and others.	Number of Servants.	Total all Classes.						
1. Collisions between passenger trains, or parts of passenger trains							
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foot of the line							
3. Collisions between goods trains, or parts of goods trains							
4. Collisions between light engines							
5. Passenger trains, or parts of passenger trains, leaving the rails							
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails							
7. Trains or engines travelling in the wrong direction through points							
8. Trains running into stations or sidings at too high a speed							
9. Trains running over cattle on the line							
10. Ditto over obstructions on the line							
11. The bursting of boilers of engines							
12. The bursting of tubes, &c., of engines							
13. The failure of machinery, springs, &c., of engines							
14. Ditto of tyres							
15. Ditto of wheels							
16. Ditto of axles							
17. Ditto of brake apparatus							
18. Ditto of couplings							
19. Ditto of tunnels, bridges, viaducts, culverts, &c.							
20. Broken rails							
21. The flooding of portions of permanent-way							
22. Slip in cuttings or embankments							
23. Fire in trains							
24. Fire at stations, or involving injury to bridges or viaducts							
25. Other accidents							
TOTAL ALL CLASSES							
Number of passenger miles ...	24,512	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
" of servants employed ...	47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Train-mileage of all descriptions...	2,234	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Includes the Barvide extension.

TABLE No. 4.

TABLE

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the Number of RAILWAY SERVANTS

Serial Number.	RAILWAY.	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level-crossings.	12. The bursting of boilers of engines.	13(a). The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c., of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of trestles, bridges, viaducts, culverts, &c.	20. Broken rails.	21. The flooding of portions of permanent-way.	
STATE IMPERIAL.																								
1	East Indian (a) ...	...	1	...	1	1	6	2	...	10	2	...	...	...	3	...	...	...	...	2	...	1	...
2	Rajputana-Malwa (c) ...	...	1	3	3	...	3	4	...	1	20	6	...	...	11	5	...	15	...	14	...	6	...
3	Bengal-Nagpur ...	...	1	...	...	1	...	1	...	...	8	...	...	3	...	...	...	...	...	4	...	...	...
4	Southern Mahratta ...	...	...	1	2	...	3	...	...	23	...	2	...	...	4	1	...	...	...	1	...	...	7
5	Ditto, Mysore section ...	...	...	...	...	2	...	...	1	3	...	...	...	...	3	...	...	...	...	2	...	...	...
6	Indian Midland (d) ...	...	...	...	1	1	1	1	...	10	2	...	...	...	1	...	...	...	...	1	...	1	...
7	North Western (e) ...	...	...	3	6	1	3	7	...	24	...	2	...	10	15	...	...	...	...	1	...	...	...
8	Oudh and Rohilkhand ...	...	...	1	2	...	...	...	...	18	1	...	...	...	...	1	...	...	...	...	...	5	...
9	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.																								
10	Eastern Bengal (g) ...	...	...	1	1	1	1	8	2	...	26	5	1	...	10	...	...	2	...	5	...	...	...
11	Nalhati ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
12	Tirhoot ...	...	...	...	...	...	...	2	...	2	...	...	...	1	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Soranaui ...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Jorhat ...	...	...	...	...	...	4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...
16	Burma (A)...	...	...	1	...	...	1	...	...	1	1	1	...	1	5	...	...	...	...	3	...	...	1
GUARANTEED COMPANIES.																								
17	Madras ...	...	...	3	...	1	8	...	...	7	2	2	...	...	...	...	...	...	...	...	...	...	3
18	South Indian (i) ...	...	...	4	...	...	8	...	...	21	...	1	...	3	3	...	...	...	2	3	...	3	1
19	Great Indian Peninsula (j) ...	...	...	2	...	1	2	...	...	14	...	3	...	3	10	...	...	...	...	...	...	...	...
20	Bombay, Baroda, and Central India (k) ...	...	...	1	...	...	3	...	...	3	...	...	...	...	...	...	...	...	...	2	...	...	...
ASSISTED COMPANIES.																								
21	Darjeeling-Himalayan...	...	...	...	...	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya ...	...	...	1	...	4	1	...	...	4	...	1	...	...	4	...	...	...	...	2	...	...	...
24	Bengal and North-Western ...	...	...	...	...	...	2	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Rohilkhand-Kumaun (l) ...	...	...	...	...	...	1	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Thabon-Duyinzak ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
FOREIGN.																								
27	Pondicherry ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	West of India Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																								
29	The Nizam's Guaranteed State (m) ...	...	1	1	...	...	2	...	...	11	...	...	...	...	13	...	...	...	...	...	...	1	1
30	The Gaekwar's Dabhoi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Bhavnagar-Gondal-Junágarh-Porbandar ...	...	...	...	...	...	1	...	...	5	...	...	...	...	...	...	...	...	...	5	...	1	...
32	Morvi ...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
33	Jodhpore ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL {		1888... ..	2	11	27	4	22	61	8	2	220	23	13	...	82	88	2	1	18	2	45	...	18	18
{ Average for 5 corresponding previous quarters (o) }		...	2	11	19	3	20	52	12	2	190	22	14	...	28	57	4	...	11	...	35	...	8	10

(a) Includes the Patna-Gya, Dildarnagar-Ghazipur and Tarakeswar railways.

(c) Of these, one was not a passenger.

(d) Includes the Gaekwar's Mahasua railway.

(e) Includes the Sindia and Ropal-tard State railways.

(g) Includes the Amritsar-Pathankot and Rajpura-Bhatinda State railways.

(h) Not passengers.

(i) Includes the Bengal Central railway.

(k) Includes the Teangoo-Mandalay extension.

(a) Includes the Beráda extension.
(b) Of these four were not passengers.
(c) Except where statistics for five quarters are not available for any line.

Letter from the Consulting Engineer to the Government of India for Railways, Calcutta, to the Government of India, dated the 13th of November 1889.

I have the honour to forward the accompanying report of the enquiry into a fatal accident at Hathras Station on the East Indian Railway, 857 miles from Calcutta, which occurred on October 27th last.

2. The enquiry was made as soon as possible on the spot by Lieutenant-Colonel J. A. Little, Officiating Deputy Consulting Engineer.

3. I entirely agree with his conclusion as to the cause of the accident, *viz.*, "that it was a break down of the human machine, which had for years worked correctly, and for once went astray, and it shows how absolutely essential it is that, as far as possible, there should be always some independent check, for without it safety for a prolonged period is improbable, if not impossible."

4. I also strongly support his recommendation that automatic disc signals should be erected at points at stations.

5. But I go further than he does. I think these signals should be erected not only at points at some stations, but generally at all main line points at all or almost all stations; and that at large stations disc signals should be erected at other points where they may be deemed necessary. Disc signals at points should, in short, be the rule, not the exception.

6. The superiority of the Eastern Bengal State Railway over the East Indian Railway in respect of disc signals at points is, I may add, marked.

7. From page 2 of Colonel Little's descriptions it seems that pointsmen are on duty twice for periods of 6 hours each out of every 24 hours and off duty twice for similar periods out of every 24 hours. In other words, 6 hours is the longest period that any man has to himself for the purposes of cooking meals, other domestic affairs and sleep.

8. And though, as Colonel Little thinks, the fatal accident that occurred may not have been due to the above system, it is obvious that an arrangement which divides the 24 hours into watches that give every man 12 hours' work, and no man sufficient time for sound sleep, is calculated to keep him in the "confused" state that Colonel Little mentions, and is consequently fraught with danger to the public.

9. I therefore think that this arrangement of watches should no longer continue.

Enquiry into the circumstances connected with an accident at Hathras Junction to the Down Mail of 27th October 1889.

REPORT OF ACCIDENT.

On the morning of Monday, the 28th October, I received a telegram from the Station Master at Hathras Junction, East Indian Railway, stating that a serious accident had occurred at his station to the Down Mail of the 27th October, through the fault of a jemadar, by which 15† passengers were killed and 39† injured.

The same day I started by mail train for the site to hold enquiry into the cause of the accident.

Description of locality.

The Hathras Junction Station is on the East Indian Railway, 857 miles from Calcutta.

It is the junction for the Cawnpore-Achnera metre-gauge railway, but is unconnected with it by a mixed gauge line.

This metre-gauge line crosses the lines of the East Indian Railway by an over-bridge and returns by a back shunt to tranship platforms running parallel to and west of the East Indian lines.

Those lines of the East Indian Railway which are in any way connected with the accident consist, * * * of the main line, the station platform siding east of it, and two parallel dead sidings east and west of the main line and south of the station platform.

† In the quarterly return subsequently received the number of casualties is shown as 17 killed and 29 injured.

Evidence.

Station Master.—Daniel Radford, Station Master, Hathras, stated his duty was to warn the jemadar at the points when a train is to leave the station, and on this occasion he went past the water column and told the jemadar to have the points set as the train had left Páli (the preceding station).

Before the train starts it is his practice to exchange green signals with the jemadar to ascertain if the points are properly set.

When notice is received that a train has left the preceding station, all the points are set for the main line in case the train should overrun.

He, on this occasion, exchanged green signals with the jemadar, showing that the points were right for the mail; then gave the guard the line-clear message and showed another green signal to the driver to start.

He stated that it was not his practice to receive from the pointsman or jemadar the key of the points, nor was it in accordance with the orders he had received to see personally that the points were locked, but that it was the duty of the jemadar to lock the points, and that the meaning of the exchange of green signals was that the showing of the light by the jemadar was tantamount to an acknowledgment on the jemadar's part that the points were properly locked.

There are 4 jemadars for the whole yard, each is on duty 12 hours per diem in periods of 6 hours on and 6 hours off duty, excepting on every other Sunday when, in order to change the working hours of the men, 2 jemadars have to do 12 hours' consecutive duty with 6 hours off. On the following Sunday their duty amounts to only 6 hours and 12 hours off.

In addition to their duty on the East Indian Railway yard, 3 of them have to attend to the high level trains of the Cawnpore-Achnera Railway during the hours they are nominally off duty, which gives them, on an average, somewhat less than 2 hours a day more, or 14 hours in all. The jemadar on the points connected with the accident is not put on duty on the high level line, but simply attends to those points.

On this Sunday he was actually on duty from midnight Saturday-Sunday, to noon on Sunday, was then off duty for 6 hours, and came on again at 6 P.M., the collision occurring at or about 8-34 P.M., so that he had been on duty about 2½ hours after a rest of 6 hours.

Guard.—Mr. Jardine was the guard of the rear brake. He stated that his duty was to exchange signals with the driver within station limits, that is, between distant signals. Both driver and brakeman exchange signals with him.

On his getting on to the beginning of the curve he exchanged white signals with the driver, but immediately after he noticed that the front part of the train was on the siding. He also heard the jemadar shouting and saw him showing his red light.

On this he at once showed his own red light, but failed to attract the driver's attention. He

then applied his brake and pulled the cord of communication with the engine brake whistle.

The cord, which was an old one, broke, but it had done its work in sounding the whistle.

The engine, leading brake-van and 2 front vehicles were the only ones which were damaged, the remainder of the train entirely escaping injury.

The engine passed on through the buffer and stopped in the berm below the bank. The rear of the brake-van was standing up over the leading 3rd class carriage, and the carriage behind had the leading wheels off the road, and was telescoped over the floor of the leading carriage.

There was no communication between the guard and the brakeman in the front brake.

Sub-Assistant Station Master Ananda Chander Chatterjee—Stated it was not part of his duty to go personally to see that the points were locked.

Driver John William Parsons—Stated he had been a driver for 22 years. When he had passed the points some distance he received, as usual, a white light signal from the guard from the left hand side of his engine, and after this, as he had work to do on his engine, did not look further.

Very shortly after, his brake whistle sounded and he at once shut off steam and put on the steam-brake and the fireman put on his hand-brake, when the collision occurred. The first signal of alarm was the whistle. He was going from 8 to 10 miles an hour, and he had taken 2 minutes to do the 1,520 feet from the starting point to the buffer.

The night was very dark; he knew he had to go over a curve, and as the cross-over went on to the dead siding as well, he did not find any thing to notice in travelling on the curve; the length of the straight portion between the curves is so short that he could not tell whether he was on main line or siding. Considers it his duty only to see that the signal of "all right" is given by the guard, and then to go on as fast as possible.

He did not again look out after receiving the signal from the guard, as he was attending to his engine, but he occasionally does. When he heard the whistle, he was only a few yards from the buffer.

Fireman W. J. Hedges—Heard the alarm whistle and attempted to put on the hand-brake, but just as he was doing so the collision occurred.

The driver shut off steam and stepped across to put on steam-brake, but there was no time for it to take effect. No one looked out behind after the "all right" signal had been received.

Jemadar Jaganath—Worked for 4 or 5 years as pointsman and 2 years as jemadar; he had only cleared the shunting which had been previously going on, when the mail had left the previous station. He thought he had put the

lever right, but was confused and did not know for which line the points were right.

It is usual for him to lock the points, but did not do so on this occasion. When 3 carriages

had passed he became aware the train was on the siding, and he then ran forward and showed the red light and saw the guard show his red light also.

Conclusion.

It appears from the evidence perfectly clear that the Jemadar Jaganath is solely to blame for the accident; he undoubtedly set the points for the siding by mistake, thinking they were set for the main line, and so believing he signalled to the Station Master that the points were correct.

The enquiries made by me, and also independently at my request by the Assistant Inspector General of Railway Police, as to the hours of working of the several employes concerned, do not, in my opinion, point to the accident being due to too long hours.

I was a break-down of the human machine which had for years worked correctly, and for once went astray, and it shows how absolutely essential it is that, as far as possible, there should be always some independent check, for without it safety for a prolonged period is improbable, if not impossible.

The mail train of 19 vehicles was made up, besides engine and tender, of 2 brakes, 3 first class carriages, 4 second class carriages, 1 intermediate, 7 third class, 1 luggage van, and 1 Post Office van.

It arrived at the station in correct time at 20-22, and started to correct time at 20-32 on the 27th October.

The pointsman who was at the lever * * * * * exchanged signals with the Station Master, who was standing at the west end of the platform near the water column, where the engine was, informing him by showing his green light that the main line points were closed and "all right" for the passage of the train, and the guard was given the line-clear message, and another green signal was shown the driver to start.

Instead, however, of the points of the main line being closed and locked for the train to pass on to it they were open, and the points to the dead siding closed, so that the mail went on to the siding instead of the main line.

On the guard's brake passing on to the curve leading to the main line he showed a white signal to the driver, who at once passed from the left-hand side of his engine to attend to work on it.

Immediately after the guard had showed this white signal he found he was on the wrong line, and also noticed that the jemadar was showing a red light; he then also showed his red light on the left side, then applied his brake and pulled the cord communicating with the whistle on the engine.

The driver failed to see either guard's or jemadar's red signal, but immediately on hearing the whistle shut off steam, and was on the point of applying the steam brake when he ran into the dead buffer.

The buffer was made of rails, without any solid ramp of earth behind.

The engine passed on and ran down the slope about 4 feet in height and stopped at the measured distance of 69 feet from the dead buffer to the engine front buffer. The brake-van immediately behind the tender followed, and its rear portion projected above the rails, the women's carriage immediately behind the brake ran into it, and the brake entirely swept away the upper wood work to nearly the middle of the carriage.

The next third class carriage, occupied by males, crashed through and mounted on to the rear part of the females' carriage, thus adding to the work of destruction.

The numbers killed were 18,† and removed to hospital injured 28,† besides a few slightly injured who continued their journey.

† In the quarterly return subsequently received the number of casualties is shown as 17 killed and 29 injured.

All the killed and injured were in this leading third class females' carriage. There were no injured in the next carriage, nor was the guard or any other passenger even slightly wounded.

The distance * * * from the water column or point of departure of the engine to the dead buffer, the site of the accident, was 1,520 feet, and the time taken in doing the distance was about 2 minutes, so that the speed at the moment of collision was probably about 12 miles an hour.

This 2 minutes' time was arrived at by timing a subsequent mail train in doing the same distance.

GOVERNMENT
PUBLIC WORKS
CIVIL WORKS—

COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL ON NEW

Comparative Statement of Irrigation and Rainfall

Number.	Collectorate.	NAME OF WORK.	AREA UNDER COMMAND.		AREA					
			Gross Acres.	Irrigable Acres.	FUSL KHARIF, 1889-90.			FUSL RABI, 1889-90.		
					TOTAL ACRES.	In comparison with 1888-89.		TOTAL ACRES.	In comparison with 1888-89.	
						Increase.	Decrease.		Increase.	Decrease.
1	2	3	4	5	6	7	8	9	10	11
1	AHMEDABAD.	Háthmati Canal	44,744	28,840	909	...	101	1,441	...	16
2		Khári Cut	3,890	3,890	2,267	2,254	...	4	4	...
3	KHANDESH.	Hartála Tank	584	415	6	...	41	60	...	81
4		Mukti Re- servoir . { Lower Panjhra River Works. }	13,117	12,627	359	...	155	225	...	45
5		Mhasva Tank	4,093	3,912	16	...	94	18	...	277
6		Jámda Canals	46,288	40,185	743	...	1,477	1,280	...	1,674
7	NASIK.	Parsul Tank	*2,593	*2,386	190	190	...	124	124	...
8		Pálkhed Canal . . .	28,832	23,466	1,331	669	...	980	...	253
9		Wadáli Canal . . .	3,486	2,433	256	218	...	260	40	...
10		Ojhar Támbat Canal . { Kadma River Works. }	8,055	6,824	216	58	...	47	...	139
11	AHMEDNAGAR.	Ojhar Canal	23,724	20,088	2,246	951	...	2,315	...	314
12		Lákh Canal . . . { Pravara River Works. }	29,913	22,760	255	...	66	67	...	426
13		Bhátodi Tank	*15,126	*12,124	82	...	725	1,225	312	...
14	POONA.	Mutha Canals	94,087	49,800	7,653	434	...	5,685	3,140	...
15		Kásurdi Tank	597	478	53	53	...	192	48	...
16		Mátoba Tank	10,700	7,133	1,094	132	...	1,083	180	...
17		Shirsuphal Tank . . .	4,500	2,500	643	51	...	659	...	502
18		Bhádálvadi Tank . . .	*3,000	*2,400	525	106	...	460	169	...

OF INDIA.
DEPARTMENT.
Irrigations.

WORKS OF IRRIGATION IN THE DECCAN AND GUJARAT FOR 1889-90.

on Canals in the Deccan and Gujarat for the year 1889-90.

IRRIGATED.			RAINFALL.			Percent- age of Increase or De- crease in 1889-90.	REMARKS.
WHOLE YEAR 1889-90.			Percent- age of Increase or De- crease.	1888-89.	1889-90.		
TOTAL ACRES.	In comparison with 1888-89.						
	Increase.	Decrease.					
12	13	14	15	16	17	18	19
2,350	...	117	-4.74	K. 13.00 R. 2.17 T. 15.17	K. 27.89 R. 0.17 T. 28.06	85	At Parántij.
2,271	2,258	...	17,369.23	K. 11.15 R. 2.43 T. 13.58	K. 22.55 R. 1.04 T. 23.59	74	Rainfall at Ahmedabad
66	...	122	-65	K. 19.17 R. 0.31 T. 19.48	K. 25.02 R. 2.05 T. 27.07	39	
584	...	200	-25	K. 10.63 R. 2.47 T. 13.10	K. 12.84 R. 0.54 T. 13.38	02	Rainfall at Mukti Tank.
205	...	371	-64	K. 15.10 R. 2.14 T. 17.24	K. 22.43 R. 2.03 T. 24.46	42	
2,023	...	3,151	-61	K. 14.40 R. 2.22 T. 16.62	K. 17.80 R. 1.04 T. 18.84	13	
314	314	...	100	K. 8.93 R. 1.11 T. 10.04	K. 8.56 R. 4.43 T. 12.99	29	* Approximate figures
2,311	416	...	22	K. 28.41 R. 0.33 T. 28.74	K. 14.99 R. 3.07 T. 18.06	-37	
516	258	...	100	K. 21.19 R. 1.93 T. 23.12	K. 12.51 R. 2.88 T. 15.39	-33	At Niphád.
263	...	81	-24	K. 10.08 R. 5.99 T. 16.07	K. 14.80 R. 3.90 T. 18.70	16	Rainfall at Ashwí
4,561	637	...	16	K. 7.84 R. 4.85 T. 12.69	K. 18.48 R. 7.69 T. 26.17	106	
322	...	492	-60	K. 15.74 R. 9.21 T. 24.95	K. 15.99 R. 3.18 T. 19.17	-23	* These figures are the result of the survey of the land under the Bhátodi Tank.
1,307	...	413	-24	K. 26.80 R. 4.67 T. 31.47	K. 28.88 R. 7.12 T. 36.00	14	Figures of rainfall are those of Civil Hospital at Poona. The fall at Uruli at 36th mile of Mutha Right Bank Canal was in 1888-89, K. 10.95, R. 5.92, T. 16.87; in 1889-90, K. 14.46, R. 7.35, T. 21.81. The rainfall at Kásurdi, the 44th mile, and at Khedgaon, the 61st mile, is given opposite Kásurdi and Mátoba Tanks respectively.
13,338	3,574	...	37	K. 8.38 R. 4.70 T. 13.08	K. 14.51 R. 8.85 T. 23.36	78	
245	101	...	70	K. 20.61 R. 2.71 T. 23.32	K. 10.32 R. 9.14 T. 19.46	-17	
2,177	312	...	17	K. 9.36 R. 5.01 T. 14.37	K. 18.07 R. 7.84 T. 25.91	80	
1,302	...	451	-26	K. 12.54 R. 8.03 T. 20.57	K. 19.44 R. 6.25 T. 25.69	25	* Increase due to opening of the left bank canal. The increased area first appears in the Revenue Report for 1888-89.
985	275	...	39				

Comparative Statement of Irrigation and Rainfall

Number.	Collectorate.	NAME OF WORK	AREA UNDER COM- MAND		AREA					
			Gross Acres.	Irrigable Acres.	FUSL KHARIF, 1889-90.			FUSL RABI, 1889-90.		
					TOTAL ACRES.	In comparison with 1888-89.		TOTAL ACRES.	In comparison with 1888-89.	
						Increase	Decrease.		Increase.	Decrease.
1	2	3	4	5	6	7	8	9	10	11
19	POONA.	Nira Canal	*160,379	*134,935	9,819	5,610	...	12,111	...	2,239
20	SHOLAPUR.	Ekrú Tank	17,152	15,320	1,335	...	285	1,199	...	157
21		Koregaon Tank	Survey	not made.	13	...	138	323	244	...
22		Ashti Tank	17,882	14,476	829	...	151	618	...	819
23	SHOLAPUR AND SATARA	Mhaswad Tank	47,300	41,232	4,074	1,109	...	2,718	...	421
24	BIJAPUR.	Muchkundi Tank	5,570	3,417	2	...	...	...	...	...
25	SATARA.	Revári Canal	3,813	3,624	192	...	33	1,033	258	...
26		Yerla Canals	14,234	10,680	774	83	...	1,150	178	...
27		Pingli Tank	} Upper Man River Works.	6,786	743	...	3	688	54	...
28		Gondoli Canal . .								
29		Maini Tank	4,876	4,625	1,326	20	...	449	...	132
30		Chikhi Canal	1,871	1,478	312	..	19	101	24	...
31		Krishna Canal	27,407	25,533	1,667	...	252	2,065	609	...
32	BELGAUM.	Gokák Canal, First Section .	18,668	16,663	2,992	654	...	1,186	...	1
33	DHARWAR.	Dámbal Tank	3,955	3,885	83	...	47	69	...	19
34		Madag Tank	2,045	2,024	390	36	...	261	...	23
35		Medleri Tank	1,916	1,052	95	...	16	9	5	...
36		Assundi Tank	1,800	1,800	49	...	37	26	...	1
			669,983	528,971	43,539	8,988	...	40,302	...	2,462

Note.—Minus figures in columns 15

on Canals in the Dacca and Gujardt for the Year 1889-90—continued.

WHOLE YEAR 1889-90.			RAINFALL.		Percent- age of Increase or De- crease.	REMARKS.	
TOTAL ACRES.	In comparison with 1888-89.		1888-89.	1889-90.			
12	Increase.	Decrease.	15	17	18	19	
21,930	3,371	...	18	K. 10'72 R. 4'37 T.† 15'09	K. 16'75 R. 7'82 T. 24'57	63	* The increase in the acreage commanded is due to extension of canal and completion of distributaries up to 80th mile and 4,680 feet and 90th mile and 705 feet respectively. † Average for Pimpri Vadgaon, Pandhara, Bara-mati and Sansur and Haturuch.
2,534	...	442	-15	K. 17'83 R. 4'06 T. 22'79	K. 23'72 R. 7'94 T. 31'66	39	
336	106	...	46	K. 16'94 R. 8'56 T. 25'50	K. 30'65 R. 5'68 T. 36'33	42	
1,447	...	970	-40	K. 13'02 R. 6'36 T. 19'38	K. 20'05 R. 9'62 T. 29'67	53	
6,792	688	...	11	K. 12'59 R. 5'68 T. 18'27*	K. 15'26 R. 12'07 T. 27'33	49	Average of Rajewadi and Khatphal.
2	...	...	...	K. 15'60 R. 3'66 T. 19'26	K. 11'71 R. 8'98 T. 20'69	7	
1,225	225	...	23	K. 22'57 R. 5'93 T. 28'50	K. 22'09 R. 12'83 T. 34'92	23	
1,924	261	...	16	K. 21'36 R. 5'96 T. 27'32	K. 22'64 R. 13'37 T. 36'01	32	
1,431	51	...	4	K. 11'97 R. 6'92 T. 18'80	K. 14'34 R. 9'86 T. 24'20	28	Pingli rainfall.
				K. 15'02 R. 5'05 T. 20'07	K. 15'29 R. 10'84 T. 26'13	30	Gondoli do
1,775	...	112	-6	K. 14'19 R. 3'62 T. 17'81	K. 17'58 R. 18'08 T. 35'66	100	
413	5	...	1	K. 16'41 R. 5'05 T. 21'46	K. 21'74 R. 10'45 T. 32'19	50	
3,732	357	...	11	K. 13'78 R. 4'30 T. 18'08	K. 18'25 R. 14'71 T. 32'96	82	
4,178	341	...	9	K. 12'57 R. 4'14 T. 16'71	K. 14'49 R. 8'23 T. 22'72	36	
152	...	66	-30	K. 6'85 R. 4'30 T. 11'15	K. 15'80 R. 3'48 T. 19'28	73	
651	13	...	2	K. 22'41 R. 5'40 T. 27'81	K. 21'78 R. 7'40 T. 29'18	5	
104	...	11	-10	K. 12'39 R. 4'46	K. 21'53 R. 3'59	49	
75	...	38	-34	T. 16'85	T. 25'12		
83,841	6,526	...	8½	19'65	25'44		

and 18 show percentage of decrease.

• Statement showing the proportion between the amount of water available for consumption and that actually used for purposes of Irrigation during 1889-90 on the Canals fed direct from Rivers.

NAME OF CANAL.	APRIL AND MAY.		JUNE TO SEPTEMBER.			OCTOBER TO JANUARY.			FEBRUARY AND MARCH.		
	Supply avail- able for consumption, cubic feet per second.	Actually used for purposes of irrigation, cubic feet per second.	⁴ Proportion used of available supply.	Supply available for consumption.	Actually used.	Proportion used.	Available for consumption.	Actually used.	Proportion used.	Available for consumption.	Actually used.
Háthmati . . .	16	17	1'06	153	68	0'444	51	48	0'94	16	20
Jámda . . .	24'66	†27'98	1'13	238'42	31'28	0'13	121'03	39'16	0'32	25'78	16'61
Pálkhed . . .	0'81	*15'48	19'11	46'48	11'43	0'25	28'38	16'76	0'58	1'09	*12'57
Ojhar . . .	62'21	21'47	0'34	103'71	31'94	0'31	76'54	27'95	0'37	28'93	19'02
Lákh . . .	87'29	9'96	0'11	107'00	15'42	0'14	94'70	15'03	0'14	32'63	9'86
Nira Canal . . .	5'5	31'42	'62	Over 455 cubic feet.	165	5'36	147	127	0'86	93	88
Rewári . . .	6'31	3'78	0'59	7'89	2'93	5'38	15'00	6'32	0'42	12'91	4'38
Chikhli . . .	4'60	0'76	0'17	6'99	1'89	5'27	15'00	7'09	0'47	9'19	4'68
Krishna . . .	71'85	36'16	0'50	139'84	39'64	5'28	127'78	58'86	0'46	110'67	56'49
Gokák Canal, 1st Section . . .	34'01	22'80	0'67	77'84	43'51	0'56	*79'00	31'10	0'39	14'76	5'56

* Excess due to supply from the Wághel Tank.

† The discharge of the river is gauged at about two miles above the Head Works where the river flows over sand, it is not possible to gauge the flow through the sand, hence the apparent discrepancy.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN THE NORTH-WESTERN PROVINCES FOR THE RABI SEASON OF 1889-90 AND FOR THE WHOLE YEAR.

No. A24, Rabi Statement.]

PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

Comparative Statement of Irrigation and Rainfall in Canal Districts of the North-Western Provinces.

DISTRICT.	Area in acres.	Culturable area in acres	AREAS IRRIGATED		1889-90, AS COMPARED WITH 1888-89.		RAINFALL FOR SIX MONTHS, OCTOBER TO MARCH, 1889-90.												TOTAL.			
			Rabi, 1888-89	Rabi, 1889-90	Increase.	Decrease.	October		November.		December		January		February		March		1888-89.	1889-90.		
							Inches	1888.	Inches	1889.	Inches	1888.	Inches	1889.	Inches	1889.	Inches	1890.				
			Inches	1889.	Inches	1888.													Inches	1889.	Inches	1889.
Baháranpur .	1,425,920	1,093,101	27,907	61,805	33,898	...	...	...	...	...	...	...	...	1'45	0'30	3'6	...	...	0'15	6'35	0'45
Muzaffarnagar .	1,072,000	968,497	74,839	123,099	48,260	...	...	...	...	...	...	...	...	1'5	0'10	2'9	...	...	0'21	4'9	0'33
Meerut .	1,597,840	1,334,209	122,491	201,302	78,811	...	...	...	...	...	...	...	...	1'72	...	2'83	...	...	0'32	9'81	0'32
Bulandshahr .	1,214,080	1,084,407	83,254	126,050	42,796	...	...	...	...	...	...	...	...	1'22	0'29	2'46	...	...	0'11	7'85	0'40
Aligarh .	1,251,392	1,041,512	80,569	104,531	23,962	...	...	...	...	...	...	...	...	1'3	...	1'64	...	...	0'10	6'33	0'10
Muttra .	932,480	862,096	30,395	50,058	19,663	...	...	...	...	...	...	...	...	0'15	...	0'69	...	...	0'30	1'95	0'30
Agra .	1,187,844	958,205	16,934	24,796	7,862	...	...	...	...	...	...	...	...	0'32	...	1'49	...	...	0'42	1'85	0'42
Etah .	1,112,960	894,829	41,785	61,014	19,829	...	...	...	...	...	...	...	...	0'37	...	1'22	...	...	0'30	1'86	0'30
Manpuri .	1,086,080	764,575	71,978	90,361	18,383	...	...	...	...	...	...	...	...	0'59	...	2'19	...	...	...	6'37	...
Zarukhabad .	1,100,160	864,792	32,725	35,621	2,896	...	...	...	...	...	...	...	...	0'11	...	1'32	...	...	...	6'7	...
Bāwah .	1,084,160	795,233	118,536	110,433	8,103	...	...	...	...	...	...	...	...	0'7	...	2'5	...	...	...	1'74	...
Jawnpore .	1,514,368	1,103,465	132,588	111,707	20,881	...	...	...	...	...	...	...	...	1'63	...	1'83	...	...	...	6'7	...
Jelmu .	805,120	525,440	50	66	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jurgaon .	1,240,320	993,280	30,397	41,599	11,202	...	...	...	...	...	...	...	...	2'1	0'35	2'0	...	...	0'47	3'46	0'47
Dehra Dún .	764,544	385,285	8,356	12,055	3,699	...	...	...	...	...	...	...	...	0'7	0'54	1'8	...	...	0'47	4'8	0'32
Junor .	1,195,520	1,024,539	3,405	4,505	1,100	...	...	...	...	...	...	...	...	3'79	0'85	4'13	...	...	0'4	3'4	1'19
Fará .	592,720	560,856	9,676	15,982	6,306	...	...	...	...	...	...	...	...	2'23	0'10	1'71	...	...	0'14	10'03	1'87
Alibhit .	878,720	709,334	7,041	6,615	426	...	...	...	...	...	...	...	...	2'2	0'50	2'0	...	...	...	3'94	0'54
Bareilly .	1,018,240	911,243	31,223	35,684	4,461	...	...	...	...	...	...	...	...	1'37	0'40	3'16	...	...	...	4'87	1'10
Idāns .	1,002,752	724,553	1,519	482	...	...	...	...	...	...	...	...	...	0'6	...	1'7	...	...	...	2'8	0'40
Jamirpur .	1,230,803	1,064,704	2,534	1,058	...	...	...	...	...	...	...	...	...	...	...	0'55	...	...	...	0'55	0'70
Jalaun .	1,404,704	1,230,803	28,072	20,475	7,597	...	...	...	...	...	...	...	...	0'72	...	1'37	...	...	0'33	2'25	0'37
Kumaun Bhābar .	995,200	777,868	57,183	53,006	4,177	...	...	...	...	...	...	...	...	0'4	...	1'2	...	...	...	1'6	...
Baon State .	Not known .	...	145	13	...	...	...	...	...	...	...	...	...	5'7	0'70	3'9	...	...	0'10	9'85	0'80
Bair State .	...	...	21	...	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	21,445,124	19,548,302	1,013,623	1,293,517	323,144	43,250
					279,894
					NET INCREASE	279,894

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, F. W. D.

No. B24.—Rabi Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.	Saharanpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Kanab.	Mainpuri.	Farrukhabad.	Kidwah.	Cawnpore.	Delhi.	Gurgaon.	Dehra Ddn.	Bijnor.	Tarai.	Pilibhit.	Bareilly.	Jansi.	Hamirpur.	Jalaun.	Kannun Bhabar.	Baoni State.	Baoni State.	Total.
Gardens and orchards .	836	818	1,224	1,511	660	162	96	153	79	23	78	218	...	68	667	2	...	20	72	4	60	4,242	287	...	...	11,282
Sugarcane .	25	39	112	56	8	...	...	...	1	...	1	...	...	...	...	30	...	1	...	...	1	1	812	...	...	1,087
Cereals .	50,949	100,814	152,139	83,119	58,528	12,668	11,084	36,256	46,050	19,689	43,320	45,502	9	10,778	7,576	2,903	14,534	3,258	18,794	95	298	5,198	24,188	...	...	747,749
	1,925	2,825	8,624	8,350	10,124	5,825	1,783	3,667	11,599	9,926	9,081	31,779	3	3,198	1,065	106	175	639	2,802	...	...	...	4,116	...	...	117,612
	744	732	435	490	1	...	...	...	...	...	...	...	...	...	1,011	...	...	...	...	...	...	...	...	...	...	3,413
Other grains .	...	4	3	76	183	2	54	124	244	23	112	6	...	1	...	...	...	...	...	5	...	...	7,307	...	...	8,144
	1,534	608	15,268	23,070	30,065	19,933	7,183	18,236	25,157	1,021	47,251	28,455	37	16,355	...	1,281	932	1,966	8,982	130	907	7,092	45	...	...	255,908
Pulses .	3,417	11,013	10,840	3,584	2,359	11,233	3,754	1,819	1,818	760	3,650	2,280	15	11,026	266	52	106	265	1,596	172	165	760	552	...	...	71,502
	11	1,975	5,678	2,303	1	...	485	69	890	759	1,918	1,221	...	...	274	33	51	20	930	...	...	...	995	...	...	16,913
Fodder crops .	...	...	25	314	225	...	6	20	52	14	40	10	...	...	...	...	...	12	25	...	12	...	...	...	...	1,096
	942	1,833	1,112	347	...	...	...	...	...	...	4	2	...	...	307	90	37	162	622	7	...	...	1,004	...	...	6,469
Fibres—Cotton, &c. .	43	210	882	168	5	...	57	5	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,373
Dyes—Indigo, &c. .	2	179	1,983	1,022	881	...	...	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,168
Drugs—Opium, &c. .	...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
Oilseeds .	17	3	13	149	242	1	2	378	3,475	2,900	3,729	713	...	...	367	...	3	6	225	...	2	3	551	...	...	12,779
Miscellaneous .	574	205	...	382	...	...	...	87	106	9	...	...	...	...	522	7	135	215	1,155	...	2	260	13,369	...	...	17,028
TOTAL RABI, 1889-90	786	1,932	2,955	1,109	1,249	234	292	699	887	497	1,249	1,521	2	173	...	1	9	51	481	69	211	2,578	480	11	...	17,376
	61,805	123,099	201,302	126,050	104,531	50,958	24,796	61,614	90,361	35,621	110,433	111,707	66	41,599	12,955	4,505	15,982	6,615	35,684	482	1,658	20,475	53,006	13	...	1,993,517
TOTAL RABI, 1888-89	27,907	74,839	122,491	83,254	80,969	38,395	16,934	41,785	71,978	32,725	118,536	132,588	50	30,397	8,356	3,405	9,676	7,041	31,223	1,519	2,534	28,072	57,183	145	21	1,013,423

ALLAHABAD,
The 14th July, 1890.H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. C24.—Rabi Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

Statement in acres of crops irrigated by Canals in Canal Divisions.

NATURE OF CROPS	UPPER GANGES CANAL.					LOWER GANGES CANAL						Eastern Canal Jumna	Agra Canal	Betwa Canal	Rohilkhand Canals	Bynori Canals	Dm Canals.	Tardi Canals.	Bhabar Canals.	BUNDEL- KHAND IRRIGA- TION WORKS		GRAND TOTAL.	
	Northern.	Andpshahr	Meerut.	Bulandshahr	Aligarh	Total	Narora	Mainpuri	Cawnpore	Bidwah.	Bhogpur									Total			
Gardens and orchards .	745	590	638	1,401	960	4,334	4	44	229	56	61	394	882	316	4,303	92	2	667	..	287	4	1	11,282
Sugarcane .	5	14	82	88	..	189	..	1	..	..	1	2	51	..	1	1	30	..	..	812	..	1	1,087
Cereals	57,941	61,065	80,440	71,742	79,226	350,414	14,191	26,176	34,899	63,315	28,793	167,374	119,532	33,585	5,248	25,741	2,903	7,576	10,845	24,188	77	266	747,749
	999	8,045	3,007	5,392	14,030	31,473	1,150	11,124	41,881	8,564	1,313	64,032	2,656	10,548	..	3,616	106	1,065	..	4,116	..	..	117,612
	1,448	..	390	563	1	2,402	..	..	..	..	..	..	..	..	..	..	..	1,011	..	..	..	..	3,413
Other grains .	..	..	7	..	571	578	..	20	34	121	30	205	..	49	..	..	..	..	7,307	5	..	..	8,144
Palaces	33	7,271	11,736	15,040	55,813	89,893	2,731	4,821	533	57,261	34,206	99,552	1,878	42,850	7,195	11,880	1,281	..	45	..	130	804	255,508
	7,085	5,320	6,205	2,481	2,549	23,640	420	1,432	1,120	1,648	4,671	9,291	8,657	25,980	780	1,967	52	266	..	552	172	145	71,592
	..	2,670	1,312	2,329	..	6,311	56	635	1,257	1,181	1,684	4,813	3,701	485	..	1,001	33	274	..	295	..	..	16,913
Fodder crops	..	78	..	26	484	588	4	49	9	37	17	116	..	2	352	37	..	307	..	..	..	1	1,096
	853	199	343	430	..	1,825	..	..	..	..	6	6	2,409	..	..	821	90	..	1,004	..	7	..	6,469
	51	83	515	181	16	846	..	..	..	..	..	..	470	57	..	..	..	..	..	..	..	..	1,373
Fibres—Cotton, &c	13	15	1,477	788	1,552	3,845	..	..	..	..	..	..	323	..	..	..	..	..	..	..	..	..	4,168
Dyes—Indigo, &c	..	..	18	..	..	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18
Drugs—Opium, &c	..	18	7	106	496	557	185	2,117	3,401	4,963	377	11,043	19	3	3	234	..	367	..	551	..	2	12,779
Oilseeds .	195	382	..	..	..	577	..	202	..	..	..	202	584	..	260	1,505	7	522	..	13,369	..	2	17,028
Miscellaneous .	331	1,511	925	323	2,341	5,431	100	482	1,567	1,280	664	4,093	3,285	676	2,863	541	1	..	..	480	1	5	17,376
TOTAL RABI, 1889-90 .	69,699	87,261	107,102	100,890	157,069	522,921	18,841	47,103	84,930	138,426	71,823	361,123	144,447	114,551	21,005	47,436	4,595	12,055	10,845	53,000	396	1,227	1,293,517
TOTAL RABI, 1888-89 .	36,321	53,938	68,240	65,210	126,518	350,227	10,969	20,566	99,696	154,931	71,179	357,341	81,084	75,796	29,131	42,814	3,405	8,350	5,126	57,183	1,502	1,658	1,013,623

H. W. CONDUITT,
Asst Secy. to Govt., N.-W. P. and Oudh, P. W. D.

ALLAHABAD,
The 14th July, 1890.

No. A24.—Annual Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF THE YEAR 1889-90.

Comparative Statement of Irrigation and Rainfall for the years 1888-89 and 1889-90 in Canal Districts of the North-Western Provinces.

DISTRICT.	AREA IRRIGATED.										RAINFALL.				
	Area in acres.	Culturable area in acres.	KHARIF, 1889.			RABI, 1889-90.			WHOLE YEAR, 1889-90.			1888-89.	1889-90.	Percentage of increase or decrease.	
			Total area.	In comparison with kharif, 1888.		Total area.	In comparison with rabi, 1888-89.		Total area.	In comparison with 1888-89.					
				Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.				
															4	5	6	7	8	9	10	11	12	13
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Saharanpur	1,425,920	1,003,191	46,289	...	6,816	61,805	33,898	...	108,004	27,082	...	+33.4	53.72	38.29	-28.72
Muzaffarnagar	1,072,000	908,497	84,038	...	2,170	123,099	48,260	...	207,137	46,090	...	+28.6	43.65	29.44	-32.55
Meerut	1,507,840	1,334,209	123,620	...	1,839	201,302	78,811	...	324,922	76,972	...	+31.0	43.62	27.04	-36.63
Bulandshahr	1,214,080	1,084,407	68,215	8,106	...	126,050	42,796	...	194,265	50,902	...	+35.5	36.67	19.25	-47.77
Aligarh	1,251,392	1,041,512	44,432	4,743	...	104,531	23,962	...	148,963	28,705	...	+23.9	31.58	19.45	-38.41
Muttra	932,480	862,096	29,053	5,966	...	50,058	19,663	...	79,111	25,629	...	+47.9	26.11	20.95	-19.76
Agra	1,118,844	958,205	9,378	535	...	24,796	7,862	...	34,174	8,397	...	+32.6	31.04	20.53	-33.86
Etah	1,112,960	894,829	19,186	...	3,354	61,614	19,829	...	80,794	16,475	...	+25.6	33.32	24.98	-25.03
Mainpuri	1,086,080	764,575	29,142	2,698	...	90,361	18,383	...	119,503	21,081	...	+21.4	49.40	30.29	-44.28
Farukhabad	1,000,160	864,792	10,863	...	4,968	35,621	2,896	...	46,424	...	2,072	-4.3	54.36	22.47	-54.51
Etawah	1,084,160	795,233	51,646	...	1,926	110,433	...	8,103	162,079	...	10,029	-5.8	41.00	18.79	-54.17
Cawnpore	1,514,368	1,103,465	44,487	...	15,319	111,707	...	20,881	156,194	...	36,200	-18.8	56.02	25.86	-53.84
Delhi	805,120	525,440	21	3	...	66	16	...	87	19	...	+27.9	38.6	26.12	-32.33
Gurgaon	1,240,320	993,280	26,192	8,539	...	41,599	11,202	...	67,791	19,741	...	+41.1	28.2	21.79	-22.73
Dehra Dún	764,544	385,285	7,165	384	...	12,055	3,699	...	19,220	4,083	...	+27.0	87.27	92.94	+6.49
Bijnor	1,195,520	1,024,539	4,757	519	...	4,505	1,100	...	9,262	1,619	...	+21.2	48.90	42.51	-13.07
Tarai	590,720	560,856	21,222	...	4,790	15,982	6,306	...	37,204	1,516	...	+4.2	59.80	61.60	+36.45
Pilibhit	878,720	609,334	6,051	62	...	6,615	4,461	...	12,666	...	364	-2.8	67.29	61.40	-8.75
Bareilly	1,018,240	911,423	35,442	259	...	35,684	4,461	...	71,126	4,720	...	+7.1	40.80	44.50	+9.07
Jhānsi	1,002,752	724,553	78	13	...	482	...	1,037	560	...	1,024	-61.6	38.22	22.33	-41.57
Hamiapur	1,464,704	1,230,803	318	115	...	1,658	...	876	1,976	...	761	-27.8	50.64	29.41	-41.92
Jalaun	995,200	777,868	3,218	...	260	20,475	...	7,597	23,693	...	7,857	-24.9	40.30	20.40	-49.38
Kumaun Bhābar	...	...	35,818	7,106	...	53,006	...	4,177	88,824	2,929	...	+3.4	86.65	115.50	+33.29
Baoni State	...	...	...	...	...	13	...	132	13	...	132	-91.0	...	...	...
Bairi State	...	...	...	...	...	...	...	21	...	...	21	-100.0	...	...	...
TOTAL	24,445,124	19,548,302	700,565	39,048	41,442	1,293,517	333,144	43,250	1,994,082	335,960	58,460	+16.2	...	...	...
			NET DECREASE, 2,394				NET INCREASE, 279,894				NET INCREASE, 277,500				

ALLAHABAD,

The 14th July, 1890.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. B24.—Annual Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF THE YEAR 1889-90.

Statement in acres of crops irrigated in Canal Districts.

Nature of Crops.	Saharanpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Rah.	Malnpur.	Farukhabad.	Ritwah.	Cannore.	Delh.	Gurgaon.	Dehra Dun.	Bijnor.	Tarai.	Pilibhit.	Bareilly.	Jhansi.	Hamirpur.	Jalaun.	Kannun Bha- bar.	Baoni State.	Bairi State.	Total.
Gardens and orchards	1,700	1,439	2,227	2,367	1,245	261	213	317	132	45	145	410	...	146	973	3	7	25	133	6	60	4,296	584	...	...	16,705
Sugarcane	12,138	36,830	60,235	8,003	1,501	286	644	1,506	3,256	3,150	6,466	4,413	...	913	969	3,669	584	2,623	9,403	16	144	1,153	884	...	...	159,386
Rice	28,154	28,466	12,573	259	620	...	6	293	6,609	92	2,199	7,640	...	...	5,786	1,064	20,574	3,394	25,571	24	66	149	30,796	...	...	174,355
Bajra	...	...	...	...	8	3	24	9	1	...	77	9	...	12	...	...	...	...	...	...	...	...	10	...	...	153
Juar	...	...	100	747	560	268	272	272	1,050	20	602	1,113	...	1,193	...	...	...	...	...	...	...	7	...	...	...	6,213
Maize	431	3,469	9,515	1,561	1,568	41	93	802	1,571	88	1,258	453	...	21	13	...	...	...	...	...	...	...	...	...	...	21,974
Wheat	50,949	100,814	152,139	83,119	58,528	12,668	11,084	36,256	46,050	19,689	43,320	45,502	...	10,778	7,570	2,903	14,534	3,258	18,794	95	298	5,198	24,188	...	...	747,749
Barley	1,995	2,825	8,624	8,350	10,124	5,825	1,783	3,607	11,599	9,986	9,081	31,779	...	3,198	1,005	106	175	699	2,802	...	...	...	4,116	...	...	117,612
Oats	744	732	435	490	1	...	...	...	...	...	...	...	...	...	1,011	...	...	...	...	...	...	...	...	...	...	3,413
Chena	...	4	...	76	183	2	54	124	244	23	112	6	...	1	...	...	...	...	...	...	...	...	...	...	...	8,144
Other grains	1,683	810	15,718	23,615	30,211	19,934	7,195	18,466	26,397	1,500	48,224	28,794	...	16,355	...	1,281	932	1,966	8,982	132	926	7,170	2,103	...	...	262,361
Pulses (kharif)	99	1,827	613	41	...	91	3	...	1	...	...	...	...	22	...	...	...	3	29	...	...	4	...	...	...	3,341
Gram	3,417	11,013	10,840	3,584	2,359	11,233	3,754	1,819	1,818	760	3,550	2,880	...	11,026	266	52	106	265	1,596	172	165	760	552	...	...	71,502
Peas	11	1,975	5,678	2,303	...	...	485	69	800	759	1,918	1,221	...	...	274	33	51	20	930	...	...	...	205	...	...	16,913
Arhar (rabi)	...	...	25	314	225	...	6	20	52	14	40	10	...	...	...	...	...	12	35	...	...	...	341	...	...	1,090
Masur	942	1,833	1,112	347	...	...	...	...	...	...	...	2	...	...	307	90	37	162	622	7	...	...	1,004	...	...	6,469
Fodder crops	370	1,423	4,688	915	78	...	89	10	3	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7,663
Fibres—Cotton, &c.	641	3,894	12,446	8,905	3,904	13,659	2,034	859	749	10	170	730	...	14,726	...	...	...	...	...	17	...	...	49	...	...	63,308
Dyes—Indigo, &c.	1,505	4,770	20,491	45,374	35,013	14,278	5,553	13,703	12,071	5,886	34,678	21,316	...	8,908	...	...	...	...	...	...	...	...	...	...	...	224,115
Drugs—Opium, &c.	99	24	55	209	253	1	2	387	3,561	3,007	3,765	754	...	...	456	...	11	6	266	...	...	...	...	...	...	13,372
Oilseeds	574	205	...	382	...	...	...	92	161	9	...	...	...	...	522	7	135	215	1,155	...	...	...	...	...	...	17,089
Miscellaneous	2,703	4,984	7,405	2,704	2,572	561	886	2,121	3,358	1,726	6,252	9,762	...	492	...	54	58	78	696	86	284	3,235	1,095	...	...	51,119
TOTAL YEAR, 1889-90	108,094	207,137	324,922	194,265	148,963	79,111	34,174	80,794	119,503	46,424	162,079	156,194	...	...	19,220	9,262	37,204	12,666	71,126	560	1,976	23,693	88,824	13	...	1,994,082
TOTAL YEAR, 1888-89	81,012	161,047	247,950	143,363	120,258	53,482	25,777	64,319	98,422	48,050	172,108	192,394	...	...	15,137	7,643	35,688	13,090	66,406	1,584	2,737	31,550	85,895	145,21	...	1,716,582

ALLAHABAD,
The 14th July, 1890.H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. C24.—Annual Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF THE YEAR 1889-90.

Statement in acres of crops irrigated by Canals in Canal Divisions.

NATURE OF CROPS.	UPPER GANGES CANAL.					LOWER GANGES CANAL.					Eastern Jumna Canal.	Agra Canal.	Betwa Canal.	Rohilkhand Canals.	Bijnor Canals.	Dun Canals.	Tarsi Canals.	Bharat Canals.	BUND- KHAND IRRIG- ATION WORKS.		GRAND TOTAL.
	Northern.	Anupshahr.	Meerut.	Bulandshahr.	Aligarh.	Total.	Narora.	Mainpuri.	Cawnpore.	Etawah.	Bhognipur.	Total.							Jhansi Lakes.	Hampur Lakes.	
Gardens and orchards	1,357	1,033	1,130	2,200	1,865	7,595	13	48	424	100	117	702	1,793	4,317	165	3	973	...	6	1	16,705
Sugarcane	21,384	23,203	34,000	6,647	2,873	88,116	649	1,236	6,245	7,755	1,667	17,653	32,364	1,153	18,592	969	...	144	16	144	159,386
Rice	23,024	2,769	6,712	303	907	33,715	22	2,053	879	12,073	1,599	10,025	36,630	101	34,546	5,786	14,993	...	24	54	174,355
Bajra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Maize	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wheat	57,941	61,065	80,440	71,742	79,226	350,414	14,191	26,176	34,899	61,315	28,793	167,374	119,532	5,248	25,741	7,576	10,845	...	...	...	21,974
Barley	999	8,045	3,007	5,392	14,030	31,473	1,150	11,124	4,181	8,564	1,213	64,032	2,656	...	3,616	1,005	...	...	...	...	747,749
Oats	1,448	...	390	563	1	2,402	...	...	...	...	...	...	...	...	...	1,011	...	...	...	...	117,612
Chena	...	...	7	...	571	578	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,413
Other grains	53	7,412	12,110	15,640	56,104	91,319	2,836	5,288	1,494	58,675	34,253	102,546	2,141	7,274	11,880	...	...	...	...	...	8,144
ulses (kharif)	1,546	203	107	...	3	1,859	...	...	...	...	...	...	...	...	...	...	...	...	...	...	262,361
ulses (rabi).	7,085	5,320	6,205	2,481	2,549	23,640	420	1,432	1,120	1,648	4,671	9,291	8,657	780	1,967	52	...	...	...	...	17,902
ulses (Masur)	...	2,670	1,312	2,329	...	6,311	56	635	1,257	1,181	1,684	4,813	3,701	...	1,001	33	...	...	...	...	16,013
ulses (Cotton, &c.)	853	199	343	430	...	1,825	4	49	9	37	17	116	2,409	352	37	...	...	...	...	...	1,096
ulses (Indigo, &c.)	769	1,595	2,209	732	...	5,331	...	...	...	...	...	...	2,156	...	821	397	...	...	...	...	6,409
ulses (Opium, &c.)	988	2,603	4,777	7,565	6,611	22,544	37	190	305	698	358	1,588	8,223	321	...	...	...	...	...	...	7,863
ulses (Miscellaneous)	1,166	15,169	11,862	40,449	45,867	114,453	3,668	2,938	18,527	29,891	20,556	75,460	5,281	702	77	...	...	...	...	...	224,115
ulses (Seeds)	1	382	29	159	442	662	193	2,145	3,579	4,988	377	11,282	130	3	281	...	...	...	...	...	12,372
ulses (Seeds)	195	382	577	...	...	577	...	...	...	...	...	...	584	...	1,505	7	...	...	...	...	17,069
ulses (Seeds)	1,772	5,468	3,486	397	4,035	15,158	1,091	762	5,846	7,392	6,004	21,695	6,780	3,562	832	54	...	...	...	...	51,119
TOTAL, 1889-90	120,581	137,913	170,451	159,497	219,132	807,574	24,298	55,372	117,460	200,484	102,279	499,893	243,817	178,254	9,262	19,220	25,856	88,824	474	1,486	1,994,082
TOTAL, 1888-89	90,215	107,104	131,731	115,087	184,127	628,264	21,416	28,446	145,122	216,962	107,076	519,022	185,026	124,434	7,643	15,137	25,931	85,895	1,567	1,861	1,716,582

ALLAHABAD,
The 14th July, 1890.H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 35.]

SIMLA, SATURDAY, AUGUST 30, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.—Government of India Notifications, Appointments, Promotions, Leave of Absence, General Orders, Rules and Regulations.

PART II.—Notifications by High Court, Comptroller General, Administrator General, Paper Currency Department, Presidency Pay Master, Money Order Department, Mint Master, Secretary and Treasurer, Bank of Bengal, Superintendent of Government Printing, and other Government Officers; Postal, Telegraph, and Commissariat Notices.

PART III.—Advertisements and Notices by private individuals and Corporations.

PART IV.—Acts of the Governor General's Council assented to by the Governor General:—
The Paper Currency Act, 1882, Amendment Act.

PART V.—Bills introduced into the Council of the Governor General of India for making Laws and Regulations, or Reports of Select Committees presented to the Council:—

The Births, Deaths and Marriages Registration Act, 1886, Amendment Bill.

PART VI.—Abstract of the Proceedings of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations on the 28th August 1890:—

The Paper Currency Act, 1882, Amendment Bill.

The Indian Emigration Act, 1883, Amendment Bill.

The Births, Deaths and Marriages Registration Act 1886, Amendment Bill.

The Indian Salt Act, 1882, Amendment Bill.

SUPPLEMENT No. 35.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENTS.

Simla, the 26th August, 1890.

No. 481.—Mr. A. L. Clay has been permitted to resign Her Majesty's Bengal Civil Service, with effect from the 1st July 1890.

The 28th August, 1890.

No. 491.—The services of the undermentioned officers are placed at the disposal of the Government of the Punjab for employment in the Punjab Commission:

Lieutenant M. W. Douglas, B.S.C., 27th Bengal Infantry.

Lieutenant F. E. Bradshaw, B.S.C., 15th Bengal Infantry.

MEDICAL.

The 25th August, 1890.

No. 550.—The services of Surgeon G. H. Baker, I.M.S., Bengal Establishment, are placed

temporarily at the disposal of the Government of the North-Western Provinces and Oudh.

JUDICIAL.

The 27th August, 1890.

No. 1260—In exercise of the powers conferred by section 6 of the Foreign Jurisdiction and Extradition Act, XXI of 1879, the Governor General in Council is pleased to appoint the undermentioned officers to be Justices of the Peace in the Hyderabad Assigned Districts:

Captain Warren Hastings.

Mr. Godwin Austen.

Captain R. V. Garrett.

ECCLESIASTICAL.

The 26th August, 1890.

No. 233.—The following gentlemen have been appointed Junior Chaplains on the Bengal Ecclesiastical Establishment to fill existing vacancies:

The Reverend William John Wickins, Calcutta Diocese.

The Reverend William Boycott Handford, Lahore Diocese.

The 28th August, 1890.

No. 236.—The following programme of the Right Reverend the Bishop of Calcutta's proposed visitation of parts of the North-Western Provinces is published for general information:

	Arrive.	Depart.
	1890.	1890.
Calcutta . . . . .	.....	Monday, September 22
<i>Mussoorie and Landour</i>	Friday, September 26 . . .	Wednesday, October 8
<i>Chakrata</i>	Thursday, October 9 . . .	Monday „ 13
Annfield	Monday „ 13 . . .	Wednesday „ 15
Saharanpur	Wednesday „ 15 . . .	Friday „ 17
<i>Rurki</i>	Friday „ 17 . . .	Tuesday „ 21
<i>Meerut</i>	Tuesday „ 21 . . .	Monday „ 27
Cawnpore	Tuesday „ 28 . . .	Wednesday „ 29
<i>Allahabad</i>	Wednesday „ 29 . . .	Monday, November 3
Calcutta	Tuesday, November 4 . . .	.....

Letters should as a general rule be sent to those places where a Sunday is spent, the names of which are printed in italics. Matters of routine requiring immediate attention should be referred to the Bishop's Commissary (Ven'ble Archdeacon Michell, Kidderpur Parsonage, Calcutta).

The Bishop desires to inspect all the Church Registers and other books at each station which he visits.

C. J. LYALL,

Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 26th August, 1890.

No. 1407-G.—With the sanction of Her Majesty's Government, the Governor General in Council is pleased to recognise the appointment of Dr. A. de Flesch as Vice-Consul for the Austro-Hungarian Empire at Bombay.

The 28th August, 1890.

No. 1423-G.—Lieutenant J. Manners Smith, Bengal Staff Corps, Political Assistant of the

2nd Class (seconded), and Officer in Command of the Infantry at Gilgit, is appointed to officiate as British Agent at Gilgit, in addition to his other duties, with effect from the 16th July 1890, and during the absence on privilege leave of Lieutenant-Colonel A. G. A. Durand, or until further orders.

No. 1427 G—Lieutenant H. L. Goodenough, Bengal Staff Corps, Officiating Wing Officer and Adjutant of the Erinpura Irregular Force, is appointed to be Station Staff Officer at Erinpura, in addition to his other duties, *vice* Captain R. A. Cole, and with effect from the 10th August 1890.

The 29th August, 1890.

No. 1431-G.—The following changes are made in the graded list of the Political Department:

Consequent on the deputation of Lieutenant L. Impey, Officiating Political Assistant of the 2nd Class, on special duty with His Highness the Maharaja of Ulwar, and with effect from the 9th February 1890,—

Lieutenant S. F. Bayley, Bengal Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the appointment of Captain A. F. DeLaessoe, C.M.G., C.I.E., Officiating Political Agent of the 3rd Class, to officiate as a Resident of the 2nd Class and as Commissioner of Ajmere, and with effect from the 20th March 1890,—

Captain L. S. Newmarch, Bengal Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Lieutenant F. W. P. Macdonald, Bengal Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant J. L. Kaye, Bengal Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the grant of furlough to Lieutenant M. A. Tighe, Officiating Political Assistant of the 2nd Class, and with effect from the 6th April 1890,—

Lieutenant C. A. Kemball, Bombay Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the grant of furlough to Lieutenant-Colonel H. Wylie, C.S.I., Political Agent of the 1st Class, and with effect from the 11th April 1890,—

Colonel V. E. Law, Madras General List, Cavalry, Political Agent of the 2nd Class, to officiate as a Political Agent of the 1st Class.

Captain H. M. Temple, Bengal Staff Corps, Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Mr. A. L. P. Tucker, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Captain G. F. Chenevix-Trench, Bombay Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant P. T. A. Spence, Bengal Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the appointment of Major A. M. Muir, Officiating Political Assistant of the 1st Class, to be a substantive Political Agent of the 3rd Class, and with effect from the 17th April 1890,—

Mr. A. L. P. Tucker reverts, from Officiating Political Agent of the 3rd Class, to Officiating Political Assistant of the 1st Class.

Consequent on the reversion of Captain A. F. DeLaessoe, C.M.G., C.I.E., to Officiating Political Agent of the 3rd Class, and with effect from the 17th April 1890,—

Captain L. S. Newmarch, Bengal Staff Corps, reverts, from Officiating Political Agent of the 3rd Class, to Officiating Political Assistant of the 1st Class.

Captain G. F. Chenevix-Trench, Bombay Staff Corps, reverts, from Officiating Political Assistant of the 1st Class, to Officiating Political Assistant of the 2nd Class.

Lieutenant P. T. A. Spence, Bengal Staff Corps, reverts, from Officiating Political Assistant of the 2nd Class, to Officiating Political Assistant of the 3rd Class.

Consequent on the grant of furlough to Major E. A. Fraser, Officiating Political Agent of the 2nd Class, and with effect from the 23rd April 1890,—

Captain W. H. Cornish, Bengal Staff Corps, Officiating Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Captain L. S. Newmarch, Bengal Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Lieutenant C. H. Pritchard, Bombay Staff Corps, Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 1st Class.

Consequent on the return from special duty of Lieutenant L. Impey, Officiating Political Assistant of the 2nd Class, and with effect from the 30th April 1890,—

Lieutenant C. A. Kemball, Bombay Staff Corps, reverts, from Officiating Political Assistant of the 2nd Class, to Officiating Political Assistant of the 3rd Class.

Consequent on the continued employment of Mr. G. R. Irwin, after appointment to be a substantive Political Agent of the 3rd Class, as Officiating Junior Under-Secretary to the Government of India in the Foreign Department, and with effect from the 4th May 1890,—

Mr. A. L. P. Tucker, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Lieutenant L. Impey, Bengal Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant S. H. Godfrey, Bombay Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the replacement at the disposal of the Military Department of the services of Colonel C. A. Baylay, Additional Political Agent of the 1st Class and Political Agent in Kotah, and with effect from the 7th May 1890,—

Major W. H. C. Wyllie, C.I.E., Bengal Staff Corps, Political Agent of the 2nd Class (on furlough), to be an Additional Political Agent of the 1st Class and Political Agent in Kotah.

Major N. C. Martelli, Bengal Staff Corps, Political Agent of the 3rd Class (seconded), to be a substantive Political Agent of the 2nd Class (seconded).

Captain W. H. Cornish, Bengal Staff Corps, Officiating Political Agent of the 2nd Class, to be a Political Agent of the 2nd Class, substantive *pro tempore*.

The substantive promotion of Major Martelli is provisional, under the operation of article 109 of the Civil Service Regulations.

Consequent on the grant of privilege leave to Mr. A. H. T. Martindale, Political Agent of the 2nd Class, and with effect from the 11th May 1890,—

Captain H. L. Ramsay, Bengal Staff Corps, Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Lieutenant W. C. R. Stratton, Bengal Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Captain G. F. Chenevix-Trench, Bombay Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant C. A. Kemball, Bombay Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the grant of privilege leave to Major A. M. Muir, Political Agent of the 3rd Class, and with effect from the 15th May 1890,—

Lieutenant C. Archer, Bengal Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Lieutenant W. M. Cubitt, Bengal Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant P. T. A. Spence, Bengal Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

No. 1434-G.—Mr. Ney Elias, C.I.E., Additional Political Agent of the 1st Class, on completion of duty as British Commissioner with the Anglo-Siamese Boundary Commission, reverts to the Graded List of the Political Department, as a substantive Political Agent of the 2nd Class, with effect from the 16th August 1890. Mr. Ney Elias is appointed, from the same date, to officiate as a Political Agent of the 1st Class.

No. 2884-I.—In exercise of the power conferred by section 6 of the Foreign Jurisdiction and Extradition Act, XXI of 1879, the Governor General in Council is pleased to appoint the persons for the time being holding the offices designated in the first column of the following schedule, provided that such persons be European British subjects, to be Justices of the Peace within the Native States mentioned opposite their designations in the second column of that schedule respectively:

Offices.	States.
(1) The Deputy Commissioner of Raipur	Nandgaon. Khairagarh. Chhuikadan.
(2) Any Assistant Commissioner at Raipur invested with the powers of a Justice of the Peace under the Code of Criminal Procedure.	
(3) The Deputy Commissioner of Bilaspur	Kawardha. Sakti. Raggarh.
(4) Any Assistant Commissioner at Bilaspur invested with the powers of a Justice of the Peace under the Code of Criminal Procedure.	
(5) The Deputy Commissioner of Sambalpur	Sarangath. Bamra. Rehracole. Sonpur.
(6) Any Assistant Commissioner at Sambalpur invested with the powers of a Justice of the Peace under the Code of Criminal Procedure.	
(7) The Political Agent, Chhattisgarh Feudatories	Patna. Kalabandi Kanker. Bastar.

W. J. CUNINGHAM,

Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

Simla, the 25th August, 1890.

No. 4102.—Monthly Preliminary Statement of Receipts and Payments at Civil Treasuries in India.
July 1890. (Lakhs of Rupees.)

	IN JULY.		TO END OF JULY		WHOLE YEAR.	
	1890-91.	1889-90.	1890-91.	1889-90.	Budget, 1890-91.	Actuals, Preliminary, 1889-90.
[For the explanation of these heads, see Gazette of India, dated 22nd December, 1883, Part I, page 497.]						
Civil Revenue.						
Land Revenue (including Land Revenue due to Irrigation)	1,11	1,14	7,54	7,47	24,56	24,68
Opium	65	88	2,65	2,94	8,20	8,59
Salt	55	57	2,98	2,80	8,23	8,19
Stamps	39	39	1,45	1,42	4,04	4,09
Excise	43	43	1,61	1,61	4,85	4,89
Provincial Rates	17	18	1,26	1,20	3,35	3,46
Customs	14	11	50	52	1,56	1,50
Assessed Taxes	17	16	46	46	1,44	1,48
Forest (Madras and Bombay only)	3	3	11	10	50	46
Registration	4	4	14	13	35	35
Tributes from Native States	2	4	10	19	78	77
Other Civil Revenue	21	26	1,00	1,08	3,48	3,32
TOTAL CIVIL REVENUE DIRECTLY BROUGHT TO ACCOUNT: GROSS	3,91	4,23	19,05	20,01	61,34	61,78
Civil Expenditure.						
Interest on Ordinary Debt and that on Railways and Irrigation Works	— 18	— 17	— 1,40	— 1,32	— 4,20	— 4,15
Opium	— 2	— 2	— 1,29	— 80	— 2,30	— 1,61
Other Civil Expenditure	— 1,91	— 1,89	— 7,27	— 7,13	— 24,08	— 22,52
TOTAL CIVIL EXPENDITURE DIRECTLY BROUGHT TO ACCOUNT: GROSS	— 2,11	— 2,08	— 9,96	— 9,25	— 30,58	— 28,28
Receipts into Civil Treasuries from, and issues from those Treasuries to, the following Non-Civil Departments.						
[The figures comprising Revenue, Expenditure, and Debt and Remittance Transactions]						
Post Office (Net: + Receipts more, — Receipts less, than Issues)	+ 8	+ 6	+ 20	+ 6	+ 47	+ ...
Forest, Marine (Net as above) . . . . .	...	+ 2	...	+ 2	+ 14	+ 25
Guaranteed and Subsidized Railways (Net as above)	+ 20	+ 24	+ 1,59	+ 1,66	+ 4,16	+ 4,15
Do. Repayment of Surplus Profits, &c. . . . .	...	...	— 1	— 2	— 54	— 45
Military Receipts	+ 3	+ 6	+ 13	+ 19	+ 85	+ 63
Do. Issues	— 1,11	— 1,14	— 4,56	— 4,52	— 14,29	— 14,31
Telegraph Receipts	+ 5	+ 5	+ 20	+ 18	...	— 3
Do. Issues	— 5	— 5	— 21	— 20	...	...
Public Works Department—						
State Railway Receipts	+ 71	+ 75	+ 2,86	+ 2,79	+ 83	+ 8,96
Do. Issues	— 56	— 66	— 2,56	— 2,77	...	— 8,03
East Indian Railway Receipts	+ 28	+ 31	+ 1,32	+ 1,43	+ 2,84	+ 3,92
Do. Issues	— 9	— 12	— 42	— 54	...	— 1,44
Ordinary Branches Receipts	+ 28	+ 27	+ 76	+ 67	— 5,52	+ 2,08
Do. Issues	— 60	— 56	— 2,36	— 2,37	...	— 7,26
TOTAL NON-CIVIL DEPARTMENTS	— 78	— 77	— 3,06	— 3,42	— 11,06	— 11,53
Civil Debt and Remittance Transactions.						
Permanent Debt and Special Loans (Net: + Receipts more, — Receipts less, than Payments) . . . . .	...	— 1	...	— 4	— 4	+ 1,88
Mint Certificates and Bullion Advances (Net as above)	— 20	— 14	— 25	— 25	— 20	+ 6
Exchange on Remittance Accounts	— 31	— 56	— 2,20	— 2,61	— 6,16	— 6,44
Council Bills paid (including Telegraphic) at R 10 per £	— 83	— 1,27	— 5,71	— 5,21	— 14,89	— 15,67
Other Debt Heads (Net as above)	+ 3	— 7	+ 7	+ 17	+ 9	— 35
TOTAL DEBT AND REMITTANCE TRANSACTIONS	— 1,31	— 2,05	— 8,09	— 7,94	— 21,20	— 20,52
GRAND TOTAL RECEIPTS AND ISSUES	— 29	— 67	— 1,16	— 60	— 1,50	+ 1,45
Opening Cash Balance in Treasuries and Presidency Banks	13,88	13,37	14,75	13,30	14,60	13,30
Closing Cash Balance in Treasuries and Presidency Banks	13,59	12,70	13,59	12,70	13,10	14,75

SEPARATE REVENUE. STAMPS, &c.

The 29th August, 1890.

No. 4123.—Whereas under the terms of the notification in the Department of Finance and Commerce, No. 3646, dated the 13th November 1880, the Municipality of Ahmedabad has paid into the Government Treasury the sum of Rs. 255 as composition for the stamp duty chargeable on a sum of Rs. 51,000, which the said Municipality was authorised to borrow, and of which a sum of Rs. 34,000 is to be raised by the issue of the undermentioned debentures—

Nos. 1 to 34, dated 1st April 1890, of Rs. 500 each;

Nos. 35 to 68, dated 1st September 1890, of Rs. 500 each

In exercise of the powers conferred by section 8 of the Indian Stamp Act, 1 of 1879, the Governor General in Council has exempted the abovementioned debentures from any stamp duty with which they might otherwise be chargeable, whether on issue, renewal, subdivision, or consolidation.

E. J. SINKINSON,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 29th August, 1890

APPOINTMENTS.

ARMY REMOUNT DEPARTMENT IN INDIA

No. 780.—Major P. K. L. Beaver, Royal Artillery, Remount Agent, Calcutta, is permitted to retain that appointment after promotion to a half-pay Lieutenant-Colonelcy in January 1891.

COMMISSARIAT-TRANSPORT DEPARTMENT.

No. 781.—Lieutenant H. Walton, Bengal Staff Corps, Wing Officer, 32nd (Punjab) Regiment of Bengal Infantry (Pioneers), to be Deputy-Assistant Commissary General, 2nd class, on probation, with effect from the 14th August 1890.

No. 782.—Lieutenant R. E. Vaughan, Bengal Staff Corps, Wing Officer, 11th Regiment of Bengal Infantry, to be Deputy-Assistant Commissary General, 2nd class, on probation, with effect from the 14th August 1890.

HYDERABAD CONTINGENT.

No. 783.—*1st Cavalry*—

Lieutenant A. K. Armstrong, Squadron Officer, to be Adjutant, *vice* Captain F. Oswald, vacated, on promotion. Dated 22nd January 1890.

No. 784.—*3rd Infantry*—

Lieutenant H. P. Lane, Wing Officer, to be Adjutant, *vice* Lieutenant W. H. Lewin,

transferred to the 2nd Infantry. Dated 2nd December 1889.

ORDNANCE DEPARTMENT.

No. 785.—Captain C. A. Muspratt-Williams, Royal Artillery, Ordnance Officer, 4th class, to be Ordnance Officer, 3rd class;

Captain N. S. Ogilvie, Royal Artillery, officiating Ordnance Officer, 4th class, is confirmed in that class,—

with effect from the 26th August 1890, *vice* Captain H. B. Stanford, Royal Artillery, Ordnance Officer, 3rd class, who has resigned.

STAFF CORPS.

No. 786.—Second Lieutenant John Lawrence William French-Mullen, 7th Dragoon Guards, officiating Squadron Officer, 2nd Bengal Lancers, is admitted to the Bengal Staff Corps from the 30th January 1889, subject to confirmation by the Secretary of State for India.

Second Lieutenant French-Mullen will rank as Lieutenant in the Bengal Staff Corps from the above date, subject to Her Majesty's approval.

No. 787.—Lieutenant Aubrey James Jamieson, Loyal North Lancashire Regiment, Wing Officer, 6th Regiment of Bengal (Light) Infantry, having completed eighteen months' probationary service, is admitted to the Bengal Staff Corps from the 18th February 1889, subject to confirmation by the Secretary of State for India.

FURLOUGH AND LEAVE.

No. 788.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty.

Lieutenant D. D. Baynes, Bengal Staff Corps, Squadron Officer, 12th Regiment of Bengal Cavalry, for one year. Pension service—7th year commenced 23rd August 1890.

No. 789.—Lieutenant C. H. Clay, Bengal Staff Corps, Wing Officer, 43rd (Gurkha) Regiment of Bengal (Light) Infantry, is granted an extension of leave to the 1st June 1890.

No. 790.—The undermentioned officers have been granted extensions of furlough or leave by the Secretary of State for India:

Lieutenant-Colonel M. J. King-Harman, Bengal Staff Corps, Commandant, 2nd Battalion, 4th Gurkha Regiment, (m. c.) for four months.

Major and Brevet Lieutenant-Colonel G. F. Young, Bengal Staff Corps, Wing Commander and 2nd-in-Command, 24th (Punjab) Regiment of Bengal Infantry, (p. a.) for ten days.

Major H. D. Hutchinson, Bengal Staff Corps, Wing Commander and 2nd-in-Command, 1st Battalion, 3rd Gurkha Regiment, (p. a.) for seven days.

No. 791.—Lieutenant W. J. Bythell, Royal Engineers, Assistant Superintendent, 2nd grade, Survey of India, is granted leave in India (m. c.) for thirty days in extension of that allowed in G. G. O. No. 728 of 1890.

LONDON GAZETTE.

No. 792.—The following extracts are published for general information :

"*London Gazette*," dated the 29th July, 1890,
page 4172.

WAR OFFICE,
Pall Mall, 29th July, 1890.

* * * * *

MEMORANDA.

* * * * *

Honorary Lieutenant and Deputy Commissary Joseph A. Power, Madras Establishment, has been granted the honorary rank of Captain. Dated 15th April 1890.

Deputy-Assistant Commissary John Lalor, Madras Establishment, has been granted the honorary rank of Lieutenant. Dated 15th April 1890.

PENSIONS.

No. 793.—G. G. O. No. 688 of 1890, transferring Sub-Conductor George Targett, Public Works Department, Assam, to the pension establishment, is cancelled.

PROMOTIONS.

COLONEL'S ALLOWANCE.

No. 794.—Colonel Rowland Smith, Bengal Staff Corps, is admitted to the Colonel's allowance, with effect from the 26th August 1890.

NATIVE ARMY.

No. 795.—10th Bengal Lancers—

Dafadar Sahāc Singh to be Jemadar, *vice* Asa Singh, transferred to the pension establishment, with effect from the 1st July 1890.

REWARDS.

GOOD CONDUCT MEDALS.

No. 796.—The undermentioned sowars of His Excellency the Governor's Body Guard, Bombay, and the Aden Troop, have been granted medals, with and without gratuities, for long service and good conduct, for the year ending 31st March 1890, under the provisions of clause 64, India Army Circulars, 1890 :

Medals inscribed "For Long Service and Good Conduct," with gratuity.

No. 68, Sowar Ram Chandar Rao Chauhan, Governor's Body Guard, Bombay.

No. 88, Sowar Sultān Khan, Aden Troop.

Medals inscribed "For Long Service and Good Conduct," without gratuity.

No. 19, Sowar Appaji Rao Yadau, Governor's Body Guard, Bombay.

No. 27, Sowar (Lance-Dafadar) Shaikh Subhān, Aden Troop.

GOOD SERVICE PENSIONS.

No. 797.—It is notified that, on the recommendation of the Government of India, Her Majesty's Government has been pleased to confer a good service pension on the undermentioned officer, with effect from the date specified.

MADRAS.

From the 11th April 1890, in room of Surgeon-General G. Bidie, C.I.E., retired—

COLONEL (BRIGADIER-GENERAL) EDMUND FAUNCE,
C.B., MADRAS STAFF CORPS.

Dates of Commissions.

Ensign	20th December 1854
Lieutenant	10th February 1857
Captain	20th December 1866
Major	20th December 1874
Lieutenant-Colonel	20th December 1880
Colonel	20th December 1884

Appointments.

Regimental duty	1855-68
Aide-de-Camp to General Officer Commanding Burma Division	1868-69
Regimental duty	1869-70
Officiating Brigade-Major	1870-72
Brigade-Major and Deputy-Assistant-Adjutant General	1872-77
Regimental duty	1878-80
Assistant-Adjutant General, Burma, Mysore, and Head Quarters	1880-82
Deputy-Adjutant General	1882-86
Quartermaster General	1886-88
General Officer Commanding 2nd Brigade, Upper Burma Force, April to November 1888.	
Commanding Chin Field Force, November 1888 to May 1889.	
District Commander, 2nd class	1889-90

War Services.

India, 1857-59.—(Medal)

Burma, 1888-89.—As Brigadier-General Commanding the Force, conducted the operations on the Chin Hills; present in various actions against the Chin tribes.—(Mentioned in despatches: C.B.)

VOLUNTEER CORPS.

APPOINTMENTS.

No. 798.—Oudh Light Horse—

Mr. William Hey Cobb to be Captain, *vice* Johnson, transferred to the supernumerary list.

No. 799.—2nd Punjab (Simla) Volunteer Rifle Corps—

Captain Edward Jean Chanter is granted the honorary rank of Major.

PROMOTIONS.

No. 800.—Surma Valley Light Horse—

Lieutenant Alexander John Maunsell MacLaughlin to be Captain, with effect from

the 2nd April 1890, *vice* Morris, transferred to the supernumerary list.

Second Lieutenant Walter Renny Walker to be Lieutenant, with effect from the 2nd April 1890, *vice* MacLaughlin, promoted.

No. 801.—3rd Punjab (North Western Railway) Volunteer Rifle Corps—

Second Lieutenant Charles Law Biscoe to be Lieutenant, with effect from the 1st January 1890, *vice* Bickerton, transferred to the supernumerary list.

RESIGNATIONS.

No. 802.—Surma Valley Light Horse—

Lieutenant A. Odling resigns his commission. Dated the 1st August 1890.

MARINE DEPARTMENT.

PROMOTIONS.

No. 43.—Mr E. G. Venn, Assistant Engineer, Indian Marine, to be an Engineer, from the 28th July 1890.

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 23rd August, 1890.

No. 354.—The services of the undermentioned State Railway Officers are, on return from leave, placed at the disposal of the Chief Commissioner, Burma, for employment on Railways:

Mr. E. Baker, Executive Engineer, 3rd Grade, *sub. pro tem.*

No. 361.—The following is published for general information:

No. 467-R.T., dated 15th August 1890.

RESOLUTION—By the Government of India, Public Works Department.

General Rules for Railways open for Traffic.

Read—

Sections 8 and 47 of the Indian Railway Acts, 1879 and 1890, respectively.

Public Works Department Notification No. 299, dated 13th September 1880, publishing the General Rules for all Railways in India, and Public Works Department Circular No. 17 Railway, dated 21st August 1880, promulgating those General Rules.

Public Works Department Notification No. 363, dated 5th November 1880, applying the General Rules published in 1880 with certain exceptions to the Darjeeling-Himalayan Railway.

Public Works Department Resolution No. 88-R. T., dated 21st January 1886, applying to the Southern Mahratta, Bengal and North-Western, and Bengal Central Railways the General Rules published in 1880.

Public Works Department Resolution No. 504-R. T., dated 21st May 1886, applying to the Indian Midland Railway the General Rules published in 1880.

Mr. P. L. Rooper, Assistant Engineer, 1st Grade.

Mr. J. B. Chirnside, Assistant Engineer, 1st Grade.

No. 355.—Mr. F. D. Fowler, Executive Engineer, 4th Grade, *sub. pro tem.*, State Railways, is appointed to officiate as Deputy Consulting Engineer for Railways, Bombay, during the absence of Mr. H. W. Warden on furlough, or until further orders.

The 27th August, 1890.

No. 356.—Mr. H. G. F. Smith, Executive Engineer, 3rd Grade, *sub. pro tem.*, State Railways, is transferred from the Establishment under the Government of Madras to that under the Chief Commissioner, Burma, for employment on Railways.

No. 357.—Mr. R. W. L. Tooze, Executive Engineer, 3rd Grade, *sub. pro tem.*, State Railways, is transferred from the Establishment under the Government of Bombay to that under the Government of Madras for employment on Railways.

No. 358.—Rai Sthib Bhupat Rai, Assistant Engineer, 3rd Grade, State Railways, is transferred from the Establishment under the Chief Commissioner, Burma, to that under the Director General of Railways for employment on the Moghal Sarai-Howrah Railway Survey.

The 28th August, 1890.

No. 359.—Public Works Department notification No. 265, dated the 9th June 1890, regarding the grant of special leave to Lieutenant P. G. Twining, R.E., Assistant Engineer, 2nd Grade, is hereby cancelled.

No. 360.—Mr. J. S. Brown, Executive Engineer, 3rd Grade, is appointed to officiate as Deputy Manager, North-Western Railway, with the rank of officiating Class I, Grade 3, of the Superior Revenue Establishment of State Railways, with effect from the 16th July 1890, and during the absence on privilege leave of Colonel W. A. J. Wallace, R.E., or until further orders.

- Public Works Department Resolution No. 724-R.T., dated 7th July 1886, applying to the Morvi State Railway the General Rules published in 1880.
- Public Works Department Resolution No. 789-R.T., dated 2nd July 1887, applying to the Railways mentioned in that Resolution the General Rules published in 1880.
- Public Works Department Resolution No. 018-R.T., dated 28th November 1888, applying to the Bengal-Nagpur Railway the General Rules published in 1880.
- Public Works Department Resolution No. 240-R.T., dated 14th June 1889, applying to the Khamgaon, Amiaoli, and Dhond and Manmad State Railways the General Rules published in 1880.
- Public Works Department Resolution No. 353-R.T., dated 23rd July 1889, applying to the Bhopal State Railway the General Rules published in 1880.
- Public Works Department Resolution No. 512-R.T., dated 23rd September 1889, approving of Rules 342 and 343 of the General Rules for Indian Railways in a modified form being made applicable to the Indian Midland Railway.
- Public Works Department Resolution No. 0203-R.T., dated 7th February 1890, calling for applications for the revision of the General Rules, as recommended in the Proceedings of the Railway Conference of 1888.
- Public Works Department Notification No. 267, dated 11th June 1890.
- Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 368, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11145-T., dated 27th February 1890.
- Docket by the Consulting Engineer to the Government of India for Railways, Central Division, No. 395-T., dated 4th March 1890, forwarding letter from the Agent and Chief Engineer, Indian Midland Railway Company, Limited, No. ^{171-A}_{1,389}, dated 27th February 1890.
- Letter from the Government of Bombay, No. 636, dated 12th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1802, dated 4th March 1890.
- Docket by the Consulting Engineer to the Government of India for Railways, Central Division, No. 431-T., dated 8th March 1890, forwarding letter from the Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited, No. 2067, dated 5th March 1890.
- Letter from the Government of the North-Western Provinces and Oudh, No. 354-E.R., dated 2nd April 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaun Railway Company, Limited, No. ^{R. K.}₃₅₃-T., dated 27th February 1890.
- Proceedings of the Government of Madras, No. 473-R., dated 15th April 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. ⁶⁸⁻⁵₂₉₉, dated 18th March 1890.
- Proceedings of the Government of Madras, No. 548-R., dated 19th April 1890, forwarding letter from the Agent, South Indian Railway Company, No. 505, dated 12th April 1890.
- Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 753, dated 23rd April 1890, forwarding letter from the Agent, East Indian Railway Company, No. 263-G., dated 21st April 1890.
- Letter from the Government of Bombay, No. 1195, dated 14th May 1890, forwarding letter from the Agent, Great Indian Peninsula Railway Company, No. ^{30-C}₅₂₈₅, dated 10th May 1890.
- Letter from the Director General of Railways, No. 155½-T., dated 18th June 1890, asking for the application, to all State Railways administered by the Government, of the alterations in the General Rules of 1880 for working open lines of railway in India as recorded in Appendix O. of the Proceedings of the Railway Conference of 1888.
- Letter from the Government of Bombay, No. 1548, dated 27th June 1890, forwarding letter from the Agent, Bombay, Baroda and Central India Railway Company, No. 7562, dated 19th June 1890.

Letter from the Government of Bombay, No. 1684, dated 14th July 1890, forwarding letter from the Manager and Executive Engineer, Morvi Railway, No. 1813, dated 8th July 1890.

Letter from the Chief Commissioner of Assam, No. 2681, dated 25th July 1890, forwarding letter from the Agent and General Manager, Assam Railways and Trading Company, Limited, No. 1105-G., dated 17th July 1890.

OBSERVATIONS.—The Railway Administrations noted in the margin have

The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
 The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
 The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
 The Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited.
 The Agent and Chief Engineer, Rohilkhand-Kumaun Railway Company, Limited.
 The Agent and Manager, Madras Railway Company.
 The Agent, South Indian Railway Company.
 The Agent, Great Indian Peninsula Railway Company.
 The Director General of Railways on behalf of all State Railways administered by the Government.
 The Agent, Bombay, Baroda and Central India Railway Company.
 The Manager and Executive Engineer, Morvi Railway.
 The Agent and General Manager, Assam Railway and Trading Company, Limited.

applied that the proposed modifications in the General Rules for working open lines of railway, shown in the second column of the Schedule hereto annexed, may be made applicable to the Railways respectively worked by them.

The Agent of the East Indian Railway has also applied for the said modifications in the General Rules to be made applicable to the East Indian Railway, with the exception of Rule 9, which he desires may be modified so as to admit of engines running tender-foremost at 20 miles an hour on the East Indian Railway and on Railways worked by the East Indian Railway Company.

RESOLUTION.—The Governor General in Council is pleased to sanction the

Bengal and North-Western Railway.
 Indian Midland Railway.
 Southern Mahratta Railway.
 Bengal-Nagpur Railway.
 Rohilkhand Kumaun Railway.
 Madras Railway.
 South Indian Railway.
 Great Indian Peninsula Railway.
 Tirhoot State Railway.
 Eastern Bengal State Railway.
 North-Western Railway.

Oudh and Rohilkhand Railway.
 Nalhati State Railway.
 Wardha Coal State Railway.
 Chertoi-Compinyganj State Railway.
 Jorhat State Railway.
 Burma State Railway.
 Bombay, Baroda and Central India Railway.
 Morvi Railway.
 Dibru-Sadiya Railway.

application, to the Railways specified in the margin and to the Railways respectively worked by them, of the proposed modifications in the General Rules for Indian Rail-

ways, which are shown in the second column of the Schedule hereto annexed; and also to sanction the application of the said modifications in the General Rules to the East Indian Railway, with the exception of Rule 9, which, in the case of that Railway, is further modified as follows:

In the last para. of Rule 9, for 15 miles, read 20 miles.

ORDER.—Ordered, that the General Rules, which have already been published in the *Gazette of India* dated 18th September 1880, be further notified to the Railway servants and to the public by a copy thereof, as herein modified, being kept open to inspection, free of any charge, in the Office of the Station Master of every station on the said Railways.

Ordered also, that this Resolution be communicated to the Local Govern-

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.
 The Chief Commissioners of the Central Provinces, Burma, and Assam.
 The Director General of Railways.
 The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

ments, Administrations and Officers noted in the margin for information and guidance, and that it

be published in the *Gazette of India*.

Enclosure to P. W. D. Resolution No. 467-R.T. of 15th August 1890.

Schedule containing modifications in the General Rules for working Open Lines of Railway as recommended by the Railway Conference of 1888.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Open Line Rules as existing.	Proposed modifications.	Reference to Resolution of the Railway Conference of 1888.
<p>3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following systems, <i>viz.</i> :—</p> <p>“Line clear and caution message,”</p> <p>“Absolute block,”</p> <p>“Train following,”</p> <p>“Train Staff and Ticket,”</p> <p>“Train Despatching,”</p> <p>“Pilot Guard,”</p> <p>“One Engine only,”</p>	<p>3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following systems, <i>viz.</i> :—</p> <p>“Line clear and caution message,”</p> <p>“Absolute block,”</p> <p>“Train following,”</p> <p>“Train Staff and Ticket,”</p> <p>“Pilot Guard,”</p> <p>“One Engine only,”</p>	
<p>in accordance with the rules laid down in Sections XIII to XIX for the system adopted.</p>	<p>in accordance with the rules laid down in sections XIII to XVIII for the system adopted.</p>	Resolution No. 139.
<p>8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight except under instructions from an authorized Officer.</p>	<p>8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset, <i>or at such hour as shall be directed by the authorized Officer</i>. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight except under instructions from an authorized Officer.</p>	
<p>In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning, and at such times both the day and night signals must be used.</p>	<p>In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning, and at such times both the day and night signals must be used.</p>	Resolution No. 130.
<p>9. No engine shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver.</p>	<p>9. No engine of a train conveying passengers shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver.</p>	
<p>29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running.</p>	<p>29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running.</p>	Resolutions Nos. 140 and 141.
<p>These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge, or other narrow gauge, these limits are not to be exceeded—for passenger trains, forty (40) miles an hour, and for goods and mixed trains, twenty (20) miles an hour.</p>	<p>These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge, or other narrow gauge, these limits are not to be exceeded—for passenger trains forty (40) miles an hour, and for goods and mixed trains, <i>twenty-five (25) miles an hour</i>.</p>	

Resolution No. 131.

Schedule containing modifications in the General Rules for working Open Lines of Railway as recommended by the Railway Conference of 1888—continued.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Reference to Resolution of the Railway Conference of 1888.

Proposed modifications.	Open Line Rules as existing.
<p>179 & 240. Except as provided in Rule 180, when a train has been stopped, from any cause, outside station limits on the double line, the head Guard must go, or see that a competent person be sent back showing danger hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails.</p> <p>The person going to protect the train must place upon the rails, on which the train has been running, two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty ($\frac{1}{250}$) or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level; and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.</p> <p>On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.</p> <p>In the case of a single line the train must be protected in the same manner in front as well as in rear.</p> <p>If one or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such other trains can return, and the intermediate detonators may be removed.</p> <p>When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains.</p> <p>On the single line the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected.</p> <p>When necessary, a fireman must be sent out with the signals for the protection of the train.</p> <p>Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection.</p> <p>On the double road, should both lines be fouled, the Driver must aid the Guard, and at once display a "Danger signal" to the front, and if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.</p> <p>When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop.</p>	<p>179 & 240. Except as provided in Rule 180 when a train has been stopped, from any cause, outside station limits on the double line, the head Guard must go, or see that a competent person be sent back, showing danger hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails.</p> <p>The person going to protect the train must place upon the rails, on which the train has been running, two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty ($\frac{1}{250}$) or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level; and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle, or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.</p> <p>On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.</p> <p>In the case of a single line the train must be protected in the same manner in front as well as in rear.</p> <p>If one or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such other trains can return, and the intermediate detonators may be removed.</p> <p>When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains.</p> <p>On the single line the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected.</p> <p>When necessary, a fireman must be sent out with the signals for the protection of the train.</p> <p>Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection.</p> <p>On the double road, should both lines be fouled the Driver must aid the Guard, and at once display a "Danger signal" to the front, and if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.</p> <p>When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop.</p>

Schedule containing modifications in the General Rules or working Open Lines of railway as recommended by the Railway Conference of 1888—continued.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Open Line Rules as existing.	Proposed modifications.	Reference to Resolution of the Railway Conference of 1888.
<p>230. No Driver shall run his engine with tender, or any portion of a train, or fuel truck, foremost (except within station limits), without a written order, or unless in cases of unavoidable necessity, to be established by the Driver.</p> <p><i>Tender foremost. Same as Rule 9.</i></p>	<p><i>The foregoing paragraphs of this Rule do not apply to incidental stoppages other than actual break-downs provided the line is being worked on the 'absolute block' system, or if the section of line has been temporarily blocked under the orders of an authorized officer.</i></p> <p>230. No Driver of a train conveying passengers shall run his engine with tender, or any portion of a train, or fuel truck, foremost (except within station limits), without a written order, or unless in cases of unavoidable necessity, to be established by the Driver.</p> <p><i>Tender foremost. Same as Rule 9.</i></p>	<p>Resolution No. 123.</p> <p>Resolution No. 140.</p>
<p>338. On a single line, no engine with or without a train shall be permitted to leave one station for another until it shall have been ascertained by means of the electric telegraph that the line between those stations is clear of engines and trains coming in the opposite direction, and of all impediments as far as can be known.</p> <p>Trains may follow one another between stations in the same direction, on both single and double line under the following rules, and in accordance with the Rule 339.</p> <p>(a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within 10 minutes, unless "Line clear" has been received.</p> <p>(b) No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer.</p>	<p>338. Under this system, no train shall be permitted to leave one station for another until—</p> <p><i>It has been ascertained by means of the electric telegraph that the line between those stations is absolutely clear of trains and of all impediments as far as can be known, in which case a "Line clear" message must be obtained in the manner prescribed in the Rules in force on each Railway, or</i></p> <p><i>Unless the line is occupied only by trains running in advance and the same direction at time intervals, in which case a "Caution message" must be obtained in the manner prescribed in the Rules in force on each Railway.</i></p>	<p>Resolution No. 124.</p> <p>Resolution No. 124.</p>
<p>339. When one train follows another at an interval exceeding the limits laid down in Rule 338, it must run under the authority of a "Caution message" obtained in the manner prescribed in the rules in force on each railway.</p> <p><i>Caution message.</i></p>	<p>339. Trains may follow one another between stations in the same direction on both single and double line subject to the following conditions:</p> <p>(a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes unless "Line clear" has been received.</p> <p>(b) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train, from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer.</p> <p>(c) The "Caution message" shall contain an entry of the time at which the preceding train left the station.</p>	<p>Resolution No. 124.</p> <p>Resolution No. 124.</p>
<p>341. A Station Master must not apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.</p> <p><i>Time for seeking line clear.</i></p>	<p>341. Except at train terminal stations, no Station Master must apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.</p> <p><i>Time for seeking line clear.</i></p>	<p>Resolution No. 124.</p>

Schedule containing modifications in the General Rules for working Open Lines of Railway as recommended by the Railway Conference of 1888—continued.

[N.B.—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Reference to Resolution of the Railway Conference of 1888.

Proposed modifications.

Open Line Rules as existing.

342. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," or "Caution message" written on an authorized form showing that he can proceed. The Driver is to receive this written permission from no other person than the Guard of his own train or from the Station Master, or from one of the Station Staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the Station Staff and a duplicate of it handed to the Guard in the same manner.

Resolution No. 135.

343. The Station Master or other authorized person of the Station Staff is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated with the time added and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before it is handed to the Driver. The Driver must satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated with the time added, and is signed in full and in ink.

Resolution No. 135.

356. In case of accident to the line or train, or of failure or interruption of telegraph communication, trains must be worked between stations in accordance with rules prescribed by the authorized Officer.

Resolution No. 134.

363. The object of this system of Electric Train-Signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.

Resolution No. 816.

342. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," "Caution message" or other permission written on the authorized form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, and must also receive from him the usual starting signal before moving.

343. The Station Master is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before handing it to the Driver. The Driver must also satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

356. In case of failure or interruption of telegraph communication, trains must be worked between stations in accordance with prescribed rules.

363. The object of the system of Electric Train-Signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.

Schedule containing modifications in the General Rules for working Open Lines of Railway as recommended by the Railway Conference of 1888—concluded.

[*N.B.*—The alterations recommended by the Conference of 1888 are shown in *italics*.]

Open Line Rules as existing.	Proposed modifications.	Reference to Resolution of the Railway Conference of 1888.
<p>365. The Special Electric train instruments, if provided, are exclusively for the signalling of trains, and must not, under any circumstances, be used for conversing nor for any purpose other than block working, in strict accordance with prescribed rules, and they must only be used by the person appointed for the duty.</p>	<p>365. <i>The special Electric Block instruments, if provided, are to be used only in strict accordance with prescribed rules.</i></p>	<p>Resolution No. 187.</p>
<p>368. In the event of any failure of the telegraph instruments so that the necessary signals cannot be forwarded and received, trains must be worked under Rule 338, and if telegraph communication is entirely interrupted, trains must be worked between stations in accordance with the prescribed rules.</p>	<p>368. <i>In the event of accident to the line or train, or of failure of the train signalling instruments used for block working, so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with the rules to be prescribed by the authorized officer.</i></p>	<p>Resolution No. 188.</p>
<p>SECTION XVII.</p> <p>REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN DESPATCHING" IN RULE 3, SECTION II.</p>		
<p><i>This system is not to be extended to any Railway on which it is not now in force, and is to be understood to be sanctioned only as an "ad interim" arrangement until one of the systems described in sections XIII to XVI can be brought into use on the Railway.</i></p>		
<p>385. The working of all ordinary trains shall be regulated by Time-tables, and no departure from the regular running shall be made without the order of an authorized Officer, and such order shall be conveyed in writing, or in an attested copy of a telegram.</p>		
<p>386. No special train or Pilot engine, except in case of accident, shall leave a station or pass along the railway, unless previous notice in writing shall have been given to each station, or notice shall have been sent by electric telegraph, and shall have been acknowledged at every station throughout the distance to which such engine or train is intended to proceed.</p>	<p>Cancelled.</p>	<p>Resolution No. 188.</p>
<p>387. These rules will not prevent a Locomotive Foreman, or other servant, acting in that capacity (should he be unable to communicate with the Traffic Officer in charge of the Division, or if by so doing, unnecessary time would be lost) from sending with the concurrence of the principal Officer at the station, an engine to assist a disabled train, provided that both have satisfied themselves that there is no danger in such act.</p>		

The 29th August, 1890.

No. 362.—Mr. E. Lund, Deputy Examiner of Accounts, on return from leave on medical certificate, is reposted to the Office of the Examiner of Public Works Accounts, Bombay.

No. 363.—Mr. W. A. Crisp, Deputy Examiner of Accounts in the Office of the Examiner of Public Works Accounts, Bombay, is transferred to the Office of the Examiner of Public Works Accounts, Burma.

No. 364.—Mr. F. A. Newman, Accountant, 1st Grade, and Honorary Assistant Examiner of Accounts in the Office of the Examiner of Guaranteed Railway Accounts, Bombay, is retired from the service under articles 468 and 469, Civil Service Regulations, with effect from such date as he may be relieved of his duties.

R. C. B. PEMBERTON, *Colonel, R.E.,*
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, AUGUST 30, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART IV.

Acts of the Governor General's Council assented to by the Governor General.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of His Excellency the Governor General on the 29th August 1890, and is hereby promulgated for general information :

Act No. XV OF 1890.

An Act to amend the Indian Paper Currency Act, 1882.

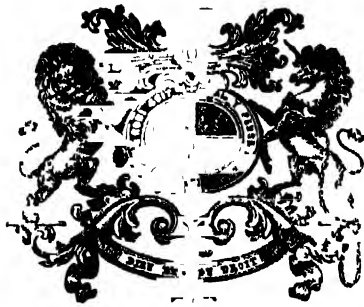
WHEREAS it is expedient to authorise an increase of the amount which may be invested

in securities of the Government of India out of the coin and bullion received for currency notes under the law relating to the Government paper currency; It is hereby enacted as follows:—

1. Section 19 of the Indian Paper Currency Act, 1882, shall be read **XX** as if for the words "sixty millions" the words "eighty millions" were substituted.

S. HARVEY JAMES,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY

SIMLA, SATURDAY, AUGUST 30, 1890

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART V.

Bills introduced into the Council of the Governor General of India for making Laws and Regulations, or Reports of Select Committees presented to the Council.

GOVERNMENT OF INDIA

LEGISLATIVE DEPARTMENT.

The following Bill was introduced into the Council of the Governor General of India for the purpose of making Laws and Regulations on the 28th August 1890

NO 16 OF 1890.

A Bill to amend the Births, Deaths and Marriages Registration Act, 1886

WHEREAS it is expedient to amend the Births, Deaths and Marriages Registration Act, 1886, It is hereby enacted as follows —

1 In section 32 of the said Act, for the word "within one year from the date on which this Act comes into force", the words "at any time before the first day of April, 1891," shall be substituted.

Amendment of section 32, Act VI, 1886

2 The following section shall be added to Chapter V of the said Act, namely —

"35A (1) The Governor General in Council, if he thinks fit, may, by notification in the Gazette of India, appoint more commissions than one for the purposes of this Chapter, each such commission consisting of so many and such members as he may, by a like notification nominate thereto by name or by office, and having its functions restricted to the disposal under this Act and the rule thereunder of the registers or records sent under section 32 to such Registrar General or Registrars General as the Governor General in Council may, by a like notification, specify in the behalf

(2) If more commissions than one are appointed in exercise of the power conferred by sub-section (1) then reference in this Act to the Commissioners shall be construed as references to the members constituting a commission so appointed."

STATEMENT OF OBJECTS AND REASONS.

THE objects of this Bill are two—

- (1) to extend till the 31st March, 1891, the period prescribed in section 32 of the Births, Deaths and Marriages Registration Act, 1886 for the transmission to Registrars General of registers to which that section applies; and
- (2) to enable the Governor General in Council to appoint more than one body of Commissioners for the examination and verification of those registers

There has been some misapprehension as to the classes of registers to which section 32 of the Act applies, and the consequence is that there are registers which should have been, but were not, submitted for examination and verification by the day specified in the section.

On the other hand, it seems desirable that there should be local commissions, and not one central body of Commissioners, for the examination and verification of the registers, but doubts have been raised whether this is allowable under the Act as it stands.

The 26th August, 1890.

PHIL. P. HUTCHINS.

S. HARVEY JAMES,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, AUGUST 30, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART VI.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF
THE ACT OF PARLIAMENT 24 & 25 VICT., CAP. 67.

The Council met at Viceregal Lodge, Simla, on Thursday, the 28th August,
1890.

P R E S E N T :

The Hon'ble Lieutenant-General Sir G. T. Chesney, K.C.B., C.S.I., C.I.E., R.E.,
presiding.

His Honour the Lieutenant-Governor of the Punjab, K.C.S.I.

His Excellency the Commander-in-Chief, Bart., V.C., G.C.B., G.C.I.E., R.A.

The Hon'ble Sir A. R. Scoble, Q.C., K.C.S.I.

The Hon'ble Sir C. A. Elliott, K.C.S.I.

The Hon'ble P. P. Hutchins, C.S.I.

The Hon'ble Sir D. M. Barbour, K.C.S.I.

The Hon'ble R. J. Crosthwaite, C.S.I.

The Hon'ble Bábá Khem Singh Bedi, C.I.E.

PAPER CURRENCY ACT, 1882, AMENDMENT BILL.

The Hon'ble SIR DAVID BARBOUR moved that the Bill to amend the Indian Paper Currency Act, 1882, be taken into consideration. He said that the Bill was a very simple one, and merely provided for the substitution of the word "eighty" for "sixty" in section 19 of the present Act; it was, therefore, considered unnecessary to refer it to a Select Committee.

The Motion was put and agreed to.

The Hon'ble SIR DAVID BARBOUR also moved that the Bill be passed. He said that the question with which the Bill dealt had been before the public for some time. It had been widely discussed and generally approved. When he introduced the measure he explained its object and the grounds upon which it was proposed to take power to increase the amount of the Paper Currency

reserve which might be invested in Government securities. He did not think that any further remarks were necessary on the present occasion.

The Motion was put and agreed to.

INDIAN EMIGRATION ACT, 1883, AMENDMENT BILL.

The Hon'ble MR. HUTCHINS moved that the Bill to amend the Indian Emigration Act, 1883, be referred to a Select Committee consisting of the Hon'ble Sir Andrew Scoble, the Hon'ble Mr. Crosthwaite, the Hon'ble Bááb Khem Singh Bedi and the Mover, with instructions to report within one month.

The Motion was put and agreed to.

BIRTHS, DEATHS AND MARRIAGES REGISTRATION ACT, 1886, AMENDMENT BILL.

The Hon'ble MR. HUTCHINS also moved for leave to introduce a Bill to amend the Births, Deaths and Marriages Registration Act, 1886. He said:—

"The main object of this measure is to extend the time within which certain registers of births, baptisms, namings, dedications, deaths or burials, not now admissible to prove such occurrences, may acquire a status which will permit extracts from them to be received in evidence by following the prescribed procedure. Under Chapter V of the Act they may be submitted to the Registrar General in view to their being scrutinized by Commissioners, and if found apparently faithful and accurate they will be certified under the hands of the Commissioners. Any extract from a register so certified will under section 35 be available for the purpose of establishing the occurrence to which it relates.

"The time limited in the Act for taking advantage of this special procedure is one year from the date on which the Act might be brought into force, and, though the Act received the assent of the Governor General in March 1886, it was not brought into operation till the first day of October 1888. It was naturally thought that this period of a whole twelvemonth, in addition to the time which might elapse between the publication of the Act and its coming into force, would give ample opportunity to the custodians of old registers to become acquainted with the provisions of the Act, to consider whether or not their registers are already admissible under the general law, and if they had any doubt as to their admissibility to send them to the Registrar General in view to their being certified and obtaining an evidential value. But unfortunately the true import of this chapter of the Act does not seem to have been generally appreciated, and but few persons took advantage of its provisions until after the limited time, the first day of October 1889, had expired. It is therefore proposed to extend the time up to the first day of April next, or rather more than six months from the date at which the Bill which I am about to lay on the table may be expected to become law. The matter has already been explained in a circular letter issued from the Home Department on the 23rd July, 1889, and a further endeavour will now be made to bring it to the notice of all persons having the custody of old registers in such a shape as will be readily comprehended.

"Divested of all complications and technicalities, it may be simply stated in this way. Under section 35 of the Indian Evidence Act, extracts are only receivable if the registers have been kept, either (1) by a public servant in the discharge of his official duty, or (2) by some other person in the performance of a duty specially enjoined by law. Registers which come under either of these categories are admitted even now, and will therefore derive no advantage from the special procedure provided by Chapter V; and, indeed, as that chapter does not apply to registers which have been maintained under a special injunction of law, if any so kept are sent to a Registrar General he can do nothing but return them. Any person therefore having the custody of a register has merely to ask himself these two questions:—

"Were the entries in this register made by a public servant in the discharge of his official duty?

"If not, were they made under any special injunction of the law?

If they were not made either by a public servant as such, or under any special provision of law, then, if the custodian desires to obtain for them that evidential

status without which his register will be mere waste paper, he must be careful to submit it to the Registrar General before the 1st April next.

"As the Act is to be amended in this respect I propose to take advantage of the opportunity to remove a doubt which has been felt in some quarters, or perhaps I should rather say in one quarter, whether it is competent to the Governor General in Council under section 33 as it now stands to appoint separate Commissioners for the several Provinces. For many reasons this will be a far more convenient course than to have a single body of Commissioners for the whole of British India and the territories outside British India to which the Act applies."

The Motion was put and agreed to.

The Hon'ble MR. HUTCHINS also introduced the Bill.

The Hon'ble MR. HUTCHINS also moved that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the local official Gazettes in English and in such other languages as the Local Governments think fit.

The Motion was put and agreed to.

The Hon'ble MR. HUTCHINS also moved, under rule 18 of the Rules for the Conduct of the Legislative Business of the Council of the Governor General, that the Bill be taken into consideration by the Council at its next meeting. It was, as he had already explained, of a very simple character, and he thought that it might be considered and passed at the next meeting of the Council.

The Motion was put and agreed to.

INDIAN SALT ACT, 1882, AMENDMENT BILL.

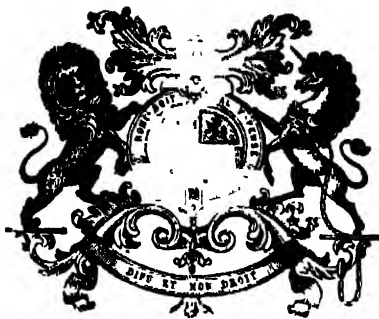
The Hon'ble SIR DAVID BARBOUR moved that the Bill to amend the Indian Salt Act, 1882, be referred to a Select Committee consisting of the Hon'ble Sir Andrew Scoble, the Hon'ble Bábá Khem Singh Bedi and the Mover, with instructions to report within one month.

The Motion was put and agreed to.

The Council adjourned to Thursday, the 11th September, 1890.

SIMLA;
The 29th August, 1890.

S. HARVEY JAMES,
Secretary to the Government of India,
Legislative Department.



SUPPLEMENT TO
The Gazette of India.

No. 35.]

SIMLA, SATURDAY, AUGUST 30, 1890.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA:

HOME DEPARTMENT.

**NEW REGULATIONS RESPECTING THE GILCHRIST SCHOLARSHIPS FOR THE
BENEFIT OF NATIVES OF INDIA.**

INDIA OFFICE,
London, 17th July, 1890.

Public (Educational)
No. 86

To His Excellency the Most Honourable the Governor General of India in
Council.

MY LORD MARQUIS,—With reference to your Education Despatch No. 8, dated the 26th of November last, I transmit for the information of Your Excellency in Council copy of a letter* from the Gilchrist Educational Trust forwarding copies of the Regulations respecting the new Scholarships for the benefit of Natives of India.

* 7th July 1890.

2. I request that your Government will cause copies of these new Rules to be distributed to the several Indian Universities concerned.

I have the honour to be,

MY LORD MARQUIS,

Your Lordship's most obedient humble Servant,

CROSS.

GILCHRIST EDUCATIONAL TRUST.

No. 1167 J. & P., 4 The Sanctuary, Westminster Abbey S. W., dated 7th July 1890.

From—R. D. ROBERTS, Esq., Secretary,

To—The Under-Secretary of State for India.

I AM directed by the Trustees to inform you that they have now settled the new scheme of Indian Scholarships, and have drawn up the Regulations of which I enclose copies.

They have embodied in these Regulations the suggestions made in the Despatch from the Government of India transmitted to them from the India Office on December 21st, 1889 (J. & P.-2208).

The draft Regulations of which these are the final form, were submitted to the various Indian Universities, as well as the Government of India, and have met with their approval.

The Trustees venture to hope that the new Scholarships thus established will prove still more useful to Natives of India than the old Scholarships.

As in former cases the Trustees hope that you will be so good as to cause these new Regulations to be distributed to the several Indian Universities concerned.

GILCHRIST EDUCATIONAL TRUST.

TRUSTEES.

RICHARD LEIGH HOLLAND, ESQ. (*Chairman*).

RT. HON. SIR LYON PLAYFAIR, K.C.B., M.P., LL.D., F.R.S.

RT. HON. SIR UGHTRED JAMES KAY-SHUTTLEWORTH, BART., M.P.

THE HON. ALFRED LYTTELTON, M.A.

PROFESSOR JAMES STUART, M.A., M.P.

SECRETARY.

R. D. ROBERTS, M.A. (Camb.), D.Sc. (Lond.).

[All communications to be addressed to

The Secretary of the Gilchrist Educational Trust,

4 The Sanctuary, Westminster, London, S.W.]

Rules and conditions relating to Scholarships instituted by the Gilchrist Educational Trust for the benefit of Natives of India.

[These Scholarships are open to Women upon exactly the same conditions as to Men.]

1. Three Scholarships of the value of £200 per annum will be awarded, one every year, to Candidates who are natives of India (within the meaning of section 6* of the Statute 33 Vict., cap 3), or of the "Native States" of India. They shall each be tenable for three years at any University or any Science or Technical College in Europe (approved by the Trustees in each case), on condition that the Scholar shall undertake to go through the course and pass the examinations necessary for obtaining a definite Science degree or diploma as may be prescribed by the Trustees. The nomination to these Scholarships will rest with the Universities of Calcutta, Madras, and Bombay in rotation, subject to the conditions hereinafter specified.

* The provision in the Section is as follows:—"That for the purpose of this Act the words 'natives of India' shall include any person born and domiciled within the dominions of Her Majesty in India, of parents habitually resident in India, and not established there for temporary purposes only; and that it shall be lawful for the Governor General in Council to define and limit from time to time the qualification of natives of India thus expressed."

2. A Scholarship will be given every third year on like conditions, the nomination of suitable Candidates for which will rest with the Universities of the Punjab and Allahabad jointly. Each of these Universities may submit to the Government of India the name of one Candidate, and the actual nomination to the Scholarship shall be made (from the names submitted) by the Government of India.

3. The Scholarships will be given (during the next few years) in the following rotation* :—

1891. Calcutta, Punjab and Allahabad.

1892. Bombay.

1893. Madras.

1894. Calcutta, Punjab and Allahabad.

1895. Bombay.

1896. Madras.

4. (a) Each University shall make its nomination from among the more distinguished of its graduates of the three preceding years, who shall not be more than 22 years of age on the 1st of July in the year in which the Scholarship is awarded. Of these, that Graduate shall be selected who has done especially well in Science or Mathematics, and is desirous of pursuing—and is most likely to benefit by—a further course of scientific study in Europe. Provided that no person holding a Government of India Scholarship, tenable in England, shall be eligible, or shall continue to hold a Gilchrist Scholarship after he has accepted a Government of India Scholarship.

(b) Probably the results of the examinations of the three preceding years will be a sufficient guide to the University in making the selection: but it will be open to each University to consider whether a special examination shall be held, although the Trustees hope that this will be avoided, if possible. If a special examination is held, all the necessary arrangements for it must be made by the University holding it; but the regulations which any University may propose to lay down in regard to such examinations must receive the previous approval of the Gilchrist Trustees. No examination should be held later than the month of June in any year, it being essential that all nominations should be made so as to afford the Scholar nominated a sufficient interval to complete his arrangements and to reach England in time for the Autumn term at the Universities and Colleges. The candidates for the special examinations, when such examinations are held, must be Graduates of proved ability, selected by the Vice-Chancellor on the report of the Syndicate or governing body, who will in their turn be guided by the opinion of the Professors and Examiners.

5. Every Candidate for a Scholarship will be required to satisfy the Vice-Chancellor of the University as to his good conduct, his knowledge of the English language, his physical capacity to undergo the course of life and study which he will have to follow in Europe: he must also satisfy him of his intention, if successful, to proceed to England forthwith, and to reside in Europe for a period of three years, unless compelled to return sooner by ill-health or some other cause which may seem sufficient to the Gilchrist Trustees.

6. Each Scholar will be provided by the Government of India with a free passage to England. The Gilchrist Trust will provide a return passage (at the end of the three years) at a cost not exceeding £50, provided that the Scholar shall have fulfilled the conditions of his Scholarship; but the Scholar will not be entitled to claim any difference between the actual cost of passage and the amount above named.

7. Each Scholar must enter into a written engagement to submit to such regulations as may from time to time be issued by the Gilchrist Trustees for the guidance of the Scholars.

* This rotation is arranged to avoid, as far as possible, giving to any University a Gilchrist Scholarship in the same year as a Government Scholarship: but it may possibly happen occasionally that a Scholarship may fall to be given by a University in the same year as a Government Scholarship.

8. The tenure of the Scholarships will be strictly dependent on good conduct in Europe, and on satisfactory progress being made in study. The Gilchrist Trustees reserve to themselves the right of finally deciding whether a Scholar has or has not committed a breach of the Rules and Conditions on which his Scholarship is held, as also all questions which may from time to time arise, whether expressly provided for in the Rules and Regulations or not. They further reserve to themselves the power of altering the conditions of the Scholarships, or of altogether withdrawing them, if they shall think fit. Due notice of any alterations will be given, and changes will not be made in such a manner as to affect the interests of Students already appointed to Scholarships.

On the nomination of a Scholar being completed, the University or the Government of India (as the case may be) nominating him should communicate his name and address to the Secretary of the Gilchrist Trust, 4 The Sanctuary, Westminster, London. If the nomination is made after examination, the number and names, &c., of the Candidates from whom the selection was made, should also be communicated.

N.B.—One of the Gilchrist Trustees* will personally see each Gilchrist Scholar as soon as possible after he has reported his arrival at the Office of the Trustees, and will confer with him upon the course he may propose to pursue, and the University or College to be selected.

Regulations for Gilchrist Indian Scholars in England.*

(1) Every Scholar shall, on reaching England, at once present himself at the Office of the Gilchrist Trust and report his arrival. He shall be provided with an official certificate of identity signed by the Registrar of the University by which he is nominated, or by a Secretary or Under-Secretary to Government.

(2) Every Scholar shall, on arriving in England, submit for the approval of the Gilchrist Trustees a statement showing the general course of study he proposes to follow; and specifying the University or College to which he proposes to proceed. After consideration of such Statement, the Trustees will decide at what University, or Science or Technical College, in Europe the Scholarship shall be tenable, and will prescribe the course to be gone through and the degree or diploma to be obtained. Every Scholar shall at once take steps to enter himself at the University or College which the Trustees shall have approved. The course finally prescribed by the Trustees shall not be changed without their sanction.

(3) Every Scholar shall, at the end of each University or College term, send to the Secretary of the Gilchrist Trust a certificate from the proper University or College authority, showing that his residence, conduct and progress in study have been satisfactory during the term.

(4) Every Scholar shall at all times obey such instructions as he may receive from the Gilchrist Trustees or their Secretary.

(5) The Scholarship allowance, at the rate of £200 a year for three years, will be paid quarterly, in advance, by the Gilchrist Trust, commencing from the date when the Scholar reports his arrival in England.

(6) Every Scholar will forfeit his Scholarship who, not being disabled by illness or prevented by any other cause which the Gilchrist Trustees may consider sufficient, fails to complete a residence of three years in Europe, or who is at any time guilty of misconduct or disregard of the orders of the Gilchrist Trustees. If a Scholarship be forfeited, the Scholar will lose his claim to a free return passage to India.

* Professor James Stuart, M.P., has undertaken this function for the present.

C. J. LYALL,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for July 1890.

General weather conditions of the month.—The south-west monsoon current is usually fully established before the end of the month of June, and generally prevails with great steadiness during the whole of July. It is hence a month of frequent, and in some districts of almost constant rainfall, and of comparative uniformity of temperature and great humidity over the greater part of the country. The only areas in which the rainfall is small in amount and hot weather conditions continue to prevail are Sind, North-West Rajputana and the West Punjab.

The distribution of rainfall during the month depends largely upon the relative strengths of the two branches of the monsoon current. The Bombay branch advances usually in an easterly direction across the Peninsula, and in a north-easterly direction across Central India and Rajputana towards the Punjab. The Bay of Bengal branch of the current, which is at the head of the Bay of less volume and extent than the Bombay branch when it enters India, is deflected westwards up the Gangetic Valley, and is strongest near the hills. Between the two areas in which these currents exclusively prevail is a long narrow belt of country which forms a kind of debatable ground in which there is much interaction between the currents. In this belt pressure is somewhat lower than it is either to north or south, so that it forms a trough of low pressure which in July usually stretches from Upper Sind to Chutia Nagpur or Orissa. In it winds are, as might be expected, very variable, and the small cyclonic storms of the month which form in the Bay, almost invariably advance along this trough. The position of the trough will evidently depend upon the relative strengths of the two branches of the monsoon current. When the Bombay current is strong and the Bengal current weak, it will evidently be (as it were) thrust further north and occupy a position much nearer the hills than usual. The average position of the trough of low pressure is hence important as an indicator of the relative strengths of the two branches of the monsoon current.

Another very important feature of the meteorology of the month is the small cyclonic storms which form either in the Bay of Bengal or Bengal at brief intervals during the month. They usually advance in a west-north-west or west direction along the trough of low pressure. As they draw away the aqueous vapour from other districts and discharge it as rain over the districts they traverse, they tend to make the rainfall distribution of the month more irregular than it would otherwise be in Northern India. On the other hand, the general indraught causes a strong advance of humid winds for some days across the Bengal Coast. Hence they are always followed by more or less general rain over a large part of Northern India.

Strength of the monsoon currents.—The average amount of wind at the Orissa and Bengal Coast stations during the month under review has been very considerably in excess. The increased amounts range from 14 per cent. at Akyab to 24 per cent. at Saugor Island and 36 per cent. at Gopalpore. As there have been fewer cyclonic storms at the head of the Bay than usual, the wind data prove that a very strong and steady current has been advancing across the Bengal Coast during the month. The wind velocity data of the stations on the West Coast of India also show larger and steadier air movement across the Coast from the Arabian Sea. The increase in this case was greatest at the more northern stations, and more especially at Kurrachee. The P. & O. mail steamers, which arrived at Bombay during the month, generally reported strong monsoon winds and gales, which were strongest in the second and third weeks of the month.

Barometric depressions and cyclonic storms of the month.—As the monsoon currents were steadier than usual, there were fewer cyclonic storms than is generally the case in July.

There were three important depressions and storms during the month, and two small and short-lived depressions accompanying heavy local rainfall:

1st.—Cyclonic storm of the 29th of June to 5th of July.—This storm began to form at the head of the Bay on the 28th and 29th of June. It was of considerable intensity on the morning of the 1st when the centre was in about Lat. 20° N. and Long. 88° E. The S.S. *Badsworth* and *Shannon* which passed through the storm on the 1st, experienced a strong gale with fierce rain squalls. The centre crossed the Orissa Coast near Pooree on the afternoon of the 1st, and advanced in a north-west by west course, with unusual rapidity throughout the Central Provinces and Central India. It was near Sambalpur at 8 A.M. of the 2nd, and to the south-east of Ajmere on the morning of the 3rd. It then recurved rapidly to north, and on the morning of the 4th the centre was near and to the south-west of Sirsa. It marched during the next twenty-four hours a little to the east of north towards the hills which it approached between Sialkot and Ludhiana on the morning of the 5th. It broke up rapidly during the day. The following gives the position of the centre and the average rate of motion at 8 A.M. on each day of its existence and the barometric depression at the centre:

Date.	POSITION AT 8 A.M.		Distance passed over in previous hours	Rate of motion in miles per hour
	Lat N.	Long. E.		
1st	$19^{\circ} 45'$	$87^{\circ} 45'$	320	13
2nd	$21^{\circ} 45'$	$83^{\circ} 15'$		
3rd	$25^{\circ} 30'$	$75^{\circ} 0'$	600	25
4th	$29^{\circ} 0'$	$74^{\circ} 15'$	240	10
5th	$32^{\circ} 0'$	$75^{\circ} 15'$	230	10

Its rate of advance between 8 A.M. of the 2nd and the same hour of the 3rd (upwards of 25 miles per hour) was unusually great, greater than in any previous cyclonic storm of similar intensity on record.

The storm gave moderately heavy rain for a brief period over the whole area which it covered in its progress. It however advanced too rapidly to give large total amounts. The rainfall was, as is usual in such storms, heaviest when approaching the Himalayas in Upper India.

2nd.—Land-formed depression of the 11th to the 14th of July.—The Bombay current was blowing very strongly during the second week of the month, and the trough of low pressure, instead of occupying its normal position, lay much further north, extending through Central Bengal and Behar up the centre of the Gangetic plain into the West Punjab. The interaction of the two currents in the eastern half of the trough gave very heavy rain on the 7th, 8th and 9th to the whole of Bengal and Behar, which tended to give rise to a depression and cyclonic circulation. It was very feeble until the 10th when it developed rather rapidly, and on the morning of the 11th a well-marked depression, the centre of which was a little to the south-east of Benares, was in existence. It drifted very slowly westwards, with a fairly uniform velocity of about 100 miles per diem until the morning of the 14th, when the centre was near Jhansi. It filled up very slowly during the next thirty-six hours, and finally disappeared on the evening of the 15th. It accompanied a heavy burst of rain over the whole of Bengal, Behar and the greater part of the North-Western Provinces.

The following table gives the position of the centre and other data of the storm :

DATE.	POSITION AT 8 A.M.		Distance passed over in previous hours.	Rate of motion in miles per hour.	Barometric depression at the centre
	Lat. N.	Long. E.			
11th . . .	24° 45'	83° 30'	...	...	—10"
12th . . .	25° 0'	81° 45'	110	4½	—10"
13th . . .	25° 10'	80° 0'	110	4½	—07"
14th . . .	25° 15'	78° 15'	110	4½	—05"
15th . . .	25° 15'	76° 0'	...	...	—02"

3rd.—*Cyclonic storm of the 18th to the 24th of July.*—This depression formed on the 18th in the north-west angle of the Bay and South-West Bengal. It increased on the 19th, and on the morning of the 20th was a fairly well marked storm, the centre of which was a little to the west-south-west of Saugor Island. It advanced slowly to the north-west through the Midnapore district and Chutia Nagpur into the eastern districts of the North-Western Provinces, passing between Allahabad and Benares on the 23rd, after which it recurved to north and filled up near the foot of the hills in the Gorakhpur and Basti districts on the evening of the 24th. It gave moderately heavy rain to Orissa, Chutia Nagpur, Behar and the eastern districts of the North-Western Provinces. The rainfall was heaviest in the latter area, but the amounts were nowhere very large, no rainfall in twenty-four hours exceeding 5 inches being reported.

The following table gives the position of the centre and other data relating to the storm :

DATE	POSITION AT 8 A.M.		Distance passed over in previous hours.	Rate of motion in miles per hour.	Barometric depression at the centre.
	Lat. N.	Long. E.			
19th . . .	21° 0'	88° 0'	...	...	...
20th . . .	21° 30'	87° 30'	45	2	—20"
21st . . .	22° 30'	86° 15'	100	4	—16"
22nd . . .	24° 0'	83° 45'	180	7½	—15"
23rd . . .	25° 45'	82° 45'	130	5	—08"
24th . . .	26° 15'	83° 15'	45	2	—06"

Shallow depression of the 19th and 20th July.—A very shallow depression overlay the central districts of the North-Western Provinces on the 19th. It advanced north-westwards on the 20th to the neighbourhood of Delhi, and on the 21st filled up in the Punjab after having given moderately heavy rain to the south-eastern districts of the Punjab.

• *Shallow depression of the 30th and 31st July.*—Similar conditions to those which preceded the formation of the second depression of the month prevailed on the 28th and 29th in the eastern districts of the North-Western Provinces, Behar and Bengal. Heavy rain fell over the whole of that area on these two days, and on the 30th a shallow depression formed in the eastern districts of the North-Western Provinces. It advanced slowly westwards during the next two

days and filled up in the neighbourhood of Jhansi on the 1st and 2nd of August.

Pressure—The preceding paragraphs have given an account of the chief local depressions of the month. The permanent area of low pressure during the month occupied a position further north than usual in the West Punjab, instead of Upper Sind. The following table gives the chief oscillations of the range of pressure or barometric differences between Southern and Upper India during the month and which were related to the larger fluctuations in the general strength of the monsoon current blowing into India during the month :

DATE.	Highest pressure.	Lowest pressure.	Range.
1st July	29.82"	29.41"	.41"
5th „	29.89"	29.33"	.56"
12th „	29.87"	29.41"	.46"
19th „	29.84"	29.23"	.61"
21st „	29.83"	29.35"	.48"
26th „	29.86"	29.21"	.65"
28th „	29.92"	29.40"	.52"
30th „	29.86"	29.35"	.51"

These give an average range of pressure slightly exceeding .5". The range was not only greater than usual, but the variations of range were very small, thus indicating pressure conditions favouring and accompanying a strong and steady monsoon current from the adjacent seas, and more especially from the Arabian Sea.

The mean pressure of the month for the whole of India was .012" below the normal.

The following table gives the barometric anomalies or local pressure variations in different parts of the country and those of the month of June for comparison :

PROVINCE.	BAROMETRIC ANOMALY.	
	Month of June.	Month of July.
Burma	+ .021	+ .024
Bengal	+ .013	— .001
Assam	+ .015	— .003
Behar and Chutia Nagpur	+ .007	— .014
North-Western Provinces	— .008	— .021
Punjab	— .015	— .046
Sind and Rajputana	— .016	— .022
Central India	— .012	+ .001
Central Provinces	+ .008	+ .013
Bombay	+ .002	+ .019
Madras	— .008	+ .023

The anomalies were negative in Assam, Bengal, the North-Western Provinces, Rajputana, the Punjab and Sind, and increased in amount westwards and northwards, and were unusually large at the Punjab stations. They were largest at the following stations :

Dera Ismail Khan	—'060"
Ludhiana	—'052"
Sialkot	—'049"
Lahore	—'047"
Peshawar	—'045"

The anomalies were positive over the whole of the Peninsula and in Burma, but were generally moderate in amount, and slightly exceeded '02" at the Madras stations and in Lower Burma, and locally at several stations in Bombay and the Central Provinces.

The anomalies hence indicate the persistence during the month of somewhat higher pressure than usual in the south of India and the adjacent sea areas, and of very deficient pressure in Upper India. These conditions are evidently such as would accompany the prevalence of abnormally strong and steady monsoon currents, and more especially from the Arabian Sea, for the barometric and other meteorological conditions in Upper India during the monsoon appear to be more directly related to the monsoon current of the Arabian Sea than to that of the Bay of Bengal.

Temperature —The temperature conditions of the month of July are mainly determined by the amount and distribution of the rainfall. As the rainfall has been more or less above the average over nearly the whole of India, the temperature has been generally below the normal. The hottest districts of India in July are, (1st) Upper Sind and the West Punjab, and (2nd) the southern districts of Madras, including Madura, Trichinopoly and Tinnevely. The following gives the highest temperatures recorded in these areas during the month :

STATION.	Highest maximum during the month.	Date of occurrence.
Jacobabad	113°2'	1st, 6th, 7th and 9th.
Mooltan	111°2'	1st.
Montgomery	107°9'	14th.
Madura	98°4'	5th, 6th, 13th and 16th.
Trichinopoly	101°1'	6th.

These temperatures were from 2° to 4° lower than the maximum temperatures in the same areas in July 1889.

The variation of the mean temperature from the normal from week to week and for the whole month for different districts is shown in the following table :

PROVINCE.	DIFFERENCE OF MEAN TEMPERATURE FROM NORMAL FOR WEEK ENDING JULY				Difference of mean tempera- ture from the normal for the month.
	7th.	14th.	21st.	28th.	
Burma	—1.5	—1.5	—0.4	—1.9	—1.4
Bengal	—0.1	—2.2	—0.7	—1.9	—1.1
North-Western Provinces	—1.3	—1.2	—2.2	—3.4	—2.1
Punjab	—3.1	—0.5	—0.1	—3.5	—1.7
Bombay	+0.3	—0.3	—1.0	—0.9	—0.7
Central Provinces and Berar	—1.4	—1.4	—1.5	—1.0	—1.3
Guzerat and Central India	—3.5	—1.1	—1.0	—1.3	—1.7
Sind and Rajputana	—2.7	+1.0	—0.1	0	—0.3
Madras	+0.3	—0.2	—0.9	—2.0	—1.0

The preceding table shows that the mean daily temperature was below the normal almost without exception in every district during the month. The deficiency was largest in the areas of heaviest rainfall, including the Punjab, the North-Western Provinces, Central India, Behar and North Bengal.

The mean minimum temperature was below the normal by moderate amounts except in the Indus Valley, where it was slightly in excess. The mean maximum temperature was slightly below the normal in the Peninsula, and more than 2° below it over the greater part of northern India. The deficiency exceeded 4° in the East Punjab and the eastern districts of the North-Western Provinces and Oudh. and was absolutely greatest at Lahore (4.9°).

Rainfall.—The rainfall of the past month has been unusually abundant over the whole of Northern India, and normal or slightly in defect in Burma and the Peninsula. This distribution of the rainfall has been chiefly due to the unusual strength of both monsoon currents, in consequence of which the trough of low pressure and area of interaction of the two currents was pushed northwards into the Gangetic plain. The storms of the month hence advanced westwards by a more northerly track than usual, and discharged their rainfall chiefly in Bengal and the Gangetic plain, and not in the Central Provinces and Central India as usually happens in normal years.

During the first week of the month the distribution of the rainfall was mainly determined by the cyclonic storm which advanced from the Bay of Bengal to the Punjab. The rainfall was below the average in Bombay, Bengal and the North-Western Provinces, but more or less in excess in Orissa, the Central Provinces, Central India, Rajputana and the Punjab. During the second and third weeks steady and general rain fell in all districts; but in consequence of the peculiar pressure conditions by which the trough of pressure lay along the Gangetic plain near the foot of the hills, North Bengal and North Behar received unusually heavy rain. During the last ten days of the month abundant rain was received in all districts except Central India and the Central Provinces. The rainfall was during this period exceptionally heavy in Bengal, Behar and the North-Western Provinces. A large number of stations in Bengal received amounts exceeding 10 inches during the week ending the 28th of July, and several stations in North Bengal amounts exceeding 20 inches. Cherrapunji in Assam obtained 43 inches during the same period. The Carnatic and Southern India generally received favourable rain during this very strong burst of monsoon winds.

The rainfall of the month was practically normal in Rajputana, Central India, the Deccan, Orissa, Malabar and Mysore. It was very considerably in defect in Guzerat, which obtained only 69 per cent. of its normal amount, and in moderate defect in the Central Provinces (25 per cent.). These were the only two areas in which the rainfall was in defect to any extent, and even in these areas the deficiency was chiefly due to the absence of cyclonic rainfalls and not large enough to affect the crops.

The rainfall of the month was normal or in moderate excess in the Carnatic, Mysore, the Konkan, Assam and Burma. It was more or less largely in excess in the remaining districts. The excess was very large in North Bengal, which received an average of 11 inches in excess of its normal amount (18 inches), or upwards of 60 per cent. above the normal. Behar and the West Punjab obtained 50 per cent. in excess, the North-Western Provinces, the East Punjab and Lower Bengal between 30 and 40 per cent. in excess, and Berars 30 per cent.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district :

DISTRICTS.	No. of stations.	Normal average rainfall in July.	Actual average rainfall in July 1890.	Difference from the average in July 1890.
Punjab, West	8	5'05	7'62	+ 2'57
„ East	4	10'45	13'98	+ 3'53
North-Western Provinces, Trans-Gangetic .	8	14'82	20'32	+ 5'50
„ „ Cis-Gangetic .	4	11'82	14'12	+ 2'30
Behar	2	13'02	19'49	+ 6'47
North Bengal	6	17'70	28'93	+ 11'23
Assam—Cachar	3	14'39	16'58	+ 2'19
Lower Bengal and Chutia Nagpur	10	14'09	19'08	+ 4'99
Orissa—North Circars	8	8'84	8'80	— 0'04
Central Provinces, South	7	18'35	14'73	— 3'62
Berar—Khandeish	2	10'94	14'24	+ 3'30
Rajputana, Central India, Saugor, and Nurbudda	9	12'71	11'93	— 0'78
Sind—Cutch	3	2'68	2'31	— 0'37
Guzerat	3	13'75	8'14	— 5'61
Konkan	4	24'99	27'13	+ 2'14
Deccan—Hyderabad	6	7'06	6'30	— 0'76
Malabar	5	33'90	33'23	— 0'67
Mysore—Bellary	4	3'30	3'62	+ 0'32
Carnatic	8	2'08	3'11	+ 1'03
Burma	8	30'51	34'47	+ 3'96
Ceylon	1	6'40	3'30	— 3'10

JOHN ELIOT,

SIMLA, 22nd August, 1890.

Meteorological Reporter to the
Government of India.

W. C. BENETT,

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on
Monday, August 25th, 1890.

The record of the week under review is a record of a gradual and unsteady advance towards a break in the rains. Throughout the whole week there has been a more or less strongly marked tendency towards the intensification of the rudimentary ridge or shoulder of relatively high pressure over Central India and Rajputana noticed last week. At the same time there has been a gradual falling off in the force of the monsoon current on the West Coast. Both these causes operated to reduce the rainfall over the whole of the western half of India, but, though there was a sensible falling off in the amount of rain over that region, it was not until the 24th and 25th that the full effect of these causes was felt, and the rainfall practically ceased for the time over the west of the Peninsula, the central parts of the country and North-Western India. The mail steamer, which crossed from Aden to Bombay between the 19th and 24th August, experienced a light monsoon throughout the voyage, the force of the wind never exceeding a moderate breeze, while the barometer was steady and apparently high. This report shows that the falling off of the monsoon current on the West Coast and the decrease of rainfall are parts of a large change extending more or less over the whole of the Arabian Sea and are hence likely to be longer lived than if they had been merely local changes confined to the Indian region. On the opposite side of India, though there also the monsoon has not been very strong, a much steadier current has prevailed. The whole of Burma, Bengal and to a limited extent the North-West Provinces have been under the influence of a massive, though not strong, current from the Bay, and over the whole of that region rain has been general, fairly continuous and moderately heavy. There have been no travelling depressions, so that the weather has been quiet and undisturbed all over the country.

The chart of the 19th showed high pressures over the south of the Peninsula, the south of the Bay and Tenasserim, and low pressures over Bengal and the head of the Bay on the one hand and over the west of the Punjab on the other, while between these two ran a ridge of relatively high readings extending northward from Khandeish as far as the south-east of the Punjab. The winds were light and variable in Malabar, but with this exception a fair monsoon blew across the Peninsula and the central parts of the country. Over Burma and Bengal there was a general southerly wind, but there was no easterly current up the Gangetic plain to the Punjab, the wind over this region being westerly or variable. There had been no rains on the plains of North-Western India, but a fairly general fall elsewhere, the amounts at some stations in Burma, Assam and North Bengal and at the hill stations in North-Western India being large. On the 19th the same general distribution of pressure prevailed. The winds were also similar, but there was a general increase in the rainfall area, though, except in Assam and the Punjab, the amounts were on the whole smaller. On the 21st the barometer was rising everywhere. The rise was greater in the North-West and North-East than over the Peninsula; hence there had been a considerable decrease in the barometric gradient, and except in North-East India, the force and regularity of the monsoon current had diminished. With this change there had occurred a decrease in the rainfall area. In North-West India, except on and near the hills, there was no rain, and except in Bengal, Assam and Burma, where the fall was general, the rainfall elsewhere had occurred as slight local showers. On the 22nd the barometer had fallen again in the North-West, and there was more rain in the Punjab, but this was practically the only change reported. The monsoon on the West Coast was very light. On the 23rd the barometer had changed irregularly, and the general conditions of rain and wind were the same as on the 22nd. On the 24th the barometer was rising generally, gradients were slight and the monsoon was very feeble, except at the head of the Bay. The rainfall, except in North Bengal and the Gangetic plain, was very light, and in North-Western India, both on the hills and plains, there was practically none. The chart of the 25th showed a slight barometric fall in the North and a slight increase of gradient, but except in Bengal the rainfall remained light.

Temperature.—Uniformly low temperature has prevailed throughout India. The North-West and Central Provinces, Bombay, Sind and Rajputana each had one day on which there was a trifling excess of the mean temperature over the normal average, but with these unimportant exceptions the weather has been cool for the season throughout. The coolest days were the 19th and 23rd for the whole of India, but in the North-West the lowest temperatures were registered on the 23rd and 24th. The maxima recorded were unimportant.

The following table shows the variations of the mean temperature, according to Provinces for the present and for the past weeks:

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	+ 0.6°	— 1.1°
Bengal	+ 0.1°	— 1.4°
North-West Provinces	— 0.6°	— 1.1°
Punjab	— 0.6°	— 3.6°
Bombay	— 1.1°	— 0.4°
Central Provinces	— 2.9°	— 0.9°
Guzerat and Central India	— 2.6°	— 1.3°
Sind and Rajputana	— 2.8°	— 1.8°
Madras	— 0.2°	— 1.2°

These figures show a fall over Madras, Burma, the Gangetic plain and the Punjab and a rise elsewhere.

Rain.—The table with which this summary concludes shows that during the week under review rain has fallen throughout the whole of India, except the west of Rajputana and Sind. The heaviest rainfall for the week is reported from the Surma division of Assam, followed by Arakan, North Bengal, the Bhramaputra division of Assam and North Behar in the order given. The regions with the least rainfall, after Sind and Western Rajputana, are the west of the North-West Provinces, the central division of the Punjab and the east of Rajputana. In parts of the Peninsula, for instance Malabar, Coorg, Khandeish and Madras Central, the amounts are almost as small as those reported from the north-west divisions noticed above. The normal distribution differs somewhat from the above. The maximum fall during the week is ordinarily reported from Tenasserim, followed by Arakan and then by Coorg, while the smallest amount is unquestionably measured in Sind and the west of the Punjab. The principal differences then in the actual and normal distribution of rainfall are found in the excess over Assam, North Bengal and North Behar, and the deficiency in the west of the Peninsula.

The third column of the table shows that nineteen of the rainfall divisions exhibit an excess and thirty exhibit a deficiency, so that for the first time for several weeks past the rains have over a wide area fallen short of the normal. The region of excess comprises Arakan, the whole tract of country along the foot of the Himalaya from Assam through North Bengal, Behar and Oudh as far as the west of the Punjab and the following divisions:—Central Provinces (East), Hyderabad (South), the East Coast (South) and Madras (South). In all other parts of the Indian region there has been a deficiency. The division with the greatest actual excess has been Assam (Surma), but North Bengal, North Behar and the northern divisions of the Punjab have had a large excess relatively to the average. The greatest defect is in Coorg, but all over the central parts both of India and of the Peninsula the deficiency relatively to the normal has been large.

This deficient fall has exercised very little effect on the rainfall of the season, which over by far the greater part of the country remains exceedingly satisfactory.

The record of maximum falls shows steadily decreasing amounts as the season progresses, and in the present week, when the rainfall is abnormally light, the number of places which have received over 10 inches is comparatively small. In Burma the only instance is at Maungdow (Akyab), where 13½ inches were recorded. In Assam Cherrapunji received 53½ inches and Sudiya (Lakhimpur) 12¾ inches. In Bengal all the heavy falls were in the North, thus Cooch Behar received 16 inches; Alipore (Jalpaiguri), 16¾ inches; and Bagha (Champaran), 10 inches. In the North-West Provinces the only heavy fall (14 inches) was at Haldwani (Kumaun). In the Punjab there were no falls of importance, and in the Peninsula and Central Provinces the amounts were exceptionally light.

PROVINCE	DIVISION	RAINFALL DATA FOR WEEK ENDING AUGUST 25TH, 1890.			RAINFALL DATA FROM MAY 27TH TO AUGUST 25TH, 1890.		
		Average actual rainfall of division.	Average nor- mal rainfall of division	Excess or defect, in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, May 27th to August 25th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	4.01	8.01	-4.00	96.55	124.00	-22
	Lower Burma	3.94	4.08	-0.14	64.55	60.90	+6
	Central Burma	3.01	3.60	-0.59	45.02	49.13	-8
	Upper Burma	1.64	?	?	17.79	?	?
	Arakan	10.44	6.68	+3.76	151.12	133.27	+13
BENGAL AND ASSAM	Eastern Bengal	4.72	3.53	+1.19	55.73	56.60	-2
	Assam (Surma)	11.60	4.22	+7.47	91.13	62.12	+47
	Do (Bhramaputra)	6.79	3.55	+3.24	51.49	46.34	+10
	Deltaic Bengal	1.52	2.74	-1.22	31.52	35.16	-12
	Central Bengal	3.31	2.92	+0.39	39.92	33.48	+16
	North Bengal	8.11	3.71	+4.40	71.82	56.69	+27
	Orissa	2.36	2.40	-0.04	33.99	31.83	+7
	Chota Nagpur	2.68	2.86	-0.30	35.32	34.51	+2
	Behar (South)	3.20	2.86	+0.34	36.56	27.48	+33
	Do. (North)	6.12	2.40	+3.72	46.19	30.65	+51
NORTH - WESTERN PROVINCES AND ODDH	North-Western Provinces (East).	4.74	2.42	+2.32	34.75	25.32	+33
	Oudh (South)	2.49	2.11	+0.38	37.53	24.35	+54
	Do. (North)	2.90	2.41	+0.49	42.67	26.18	+63
	North-Western Provinces (Central).	0.48	1.73	-1.25	27.63	21.17	+35
	North-Western Provinces (West).	0.15	1.71	-1.56	30.16	20.71	+46
	North-Western Provinces (Sulmontane).	2.40	2.63	-0.14	47.44	31.13	+46
PUNJAB	Punjab (South)	0.31	0.82	-0.51	10.16	9.60	+5
	Do. (Central)	0.22	1.19	-0.97	22.38	15.94	+40
	Do. (Submontane)	0.45	1.25	-0.80	21.57	19.31	+12
	Do. (Hill Districts)	4.25	2.73	+1.52	57.37	42.87	+34
	Do. (North-West)	2.16	1.12	+1.04	18.29	13.89	+32
	Do. (West)	0.61	0.33	+0.28	6.80	5.77	+18
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0.36	3.48	-3.12	68.00	78.26	-13
	Madras (South Central)	1.03	0.87	+0.76	15.93	8.97	+78
	Coorg	0.34	4.95	-4.61	63.79	73.50	-13
	Mysore	0.49	0.93	-0.44	6.01	12.87	-46
	Konkan	3.58	3.68	-0.10	116.84	77.52	+51
	Bombay Deccan	0.67	1.00	-0.33	20.76	20.09	+3
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khanderish	0.34	1.33	-0.99	12.61	14.63	-14
CENTRAL PROVINCES AND BIRAR.	Berar	0.36	1.80	-1.44	31.96	23.68	+35
	Central Provinces (West)	0.43	1.84	-1.41	25.90	28.04	-8
	Ditto (Central)	2.30	2.59	-0.23	42.16	37.45	+13
	Ditto (East)	3.99	3.66	+0.33	36.46	37.26	-2
BOMBAY (NORTH)	Guzerat	0.53	1.83	-1.30	28.96	26.98	+7
	Kathiawar	0.46	1.15	-0.69	13.59	20.05	-32
	Sind	0	0.27	-0.27	5.71	3.58	+59
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1.25	1.84	-0.59	32.46	26.28	+23
	Rajputana (East). Central India (West).	0.24	2.03	-1.79	18.49	18.36	+1
	Rajputana (West) . . . . .	...	...	...	...	...	...
MADRAS	East Coast (North)	1.26	1.39	-0.13	17.31	14.61	+18
	Ditto (n)	4.40	1.73	+2.67	40.85	41.46	-1
	Hyderabad (South)	1.16	1.33	-0.17	20.55	14.03	+46
	Madras (Central)	0.49	0.73	-0.24	8.24	10.12	-19
	East Coast (Central)	0.88	1.22	-0.34	9.85	11.39	-14
	Ditto (South)	1.76	1.08	+0.68	10.05	8.08	+24
	Madras (South)	0.73	0.53	+0.20	4.95	4.07	+22

W. L. DALLAS,

SIMLA, 28th August, 1890

Assistant Meteorological Reporter to the
Government of India.

W. C. BENETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 23rd August.*—Rainfall general. Good in two districts, fair in five, and slight elsewhere. Standing crops generally good, but suffering from want of water or rain in parts of eight districts. Outturn of grains middling to average generally. Pasture and water-supply continue insufficient in parts. Price of rice risen in nine and *ragi* in ten districts. Other grains generally lower. Prospects fair.

Bombay.—*For week ending 27th August.*—Rain throughout the Presidency Proper and in Karachi. More wanted urgently for crops and fodder in parts of the Deccan. Crops otherwise good, except where damaged in a few talukas of Sind by rats, locusts or breaches in canals. Sowing of late crops progressing in three districts.

Bengal.—*For week ending 26th August.*—Rainfall has been general, except in parts of South-West Bengal and Orissa, where only light and scattered showers have fallen. More rain is wanted in these parts and in the Singbhoon district. Transplantation of winter rice is almost finished, and the crop generally is in good condition. Early rice and jute are being harvested with good outturn, except in the flooded tracts in Moorshedabad, Nuddea and Furreedpore. Early rice has suffered from floods in Behar and parts of Chota Nagpur. Prospects of *bhadoi* crops are not favourable, considerable injury having been done by excessive rain and floods. In Sarun *bhadoi* is almost a total failure, and rice completely destroyed over one-fourth of the district, but elsewhere a twelve-anna crop is expected. Agricultural loans are being given in this district. In Balasore the number of coolies daily employed on relief works is reduced to 27 only. Prices of rice and other food-grains continue almost stationary.

North-Western Provinces and Oudh.—*For week ending 27th August.*—Rain has fallen in all but five districts. Crops in low lands have been injured from floods in some districts and in Partabgarh from the previous excessive rain, but prospects generally have improved, though still reported unfavourable in one district. Ploughing and weeding in progress. Supplies are adequate. Prices are rising in five districts.

Punjab.—*For week ending 27th August.*—Rain has fallen in all but three districts. Prices unsettled in Delhi, falling in Rawalpindi, stationary elsewhere. Weeding of *kharif* crops in progress. Ploughing for *rabi* going on. More rain wanted at Hissar. *Kharif* crops are improving and the prospects are reported good. Fodder insufficient in one district only.

Central Provinces.—*For week ending 27th August.*—Prospects continue generally favourable. More rain is required in the Nimar and Raipur districts, in the former of which cotton and *jowar* are being damaged by insects, on the other hand excessive rain has damaged *Kodon* in Jubbulpore and Bilaspur and rice in Bilaspur and Balaghat.

Burma.—*For week ending 23rd August.*—The rainfall throughout Lower Burma was seasonable, and the crop for the most part promises well. Some low lands have been inundated, but the flood is subsiding and replanting is progressing. Rain fell throughout Upper Burma, but the rainfall is insufficient in seven districts. The price of paddy has fallen in six districts and has risen in three.

Assam.—*For week ending 27th August.*—Weather seasonable. Reaping of rice closing. Transplanting of winter paddy progressing. Tea and other crops in general doing well.

Mysore and Coorg.—*For week ending 27th August.*—Rainfall general, but more rain is still wanted in parts. Standing crops on the whole in good condition. Prices risen in Bangalore.

Rainfall slight in Coorg during the week. Transplanting of paddy not completed.

Berar and Hyderabad.—*For week ending 27th August.*—Average rainfall slight in Berar. Weather hot and cloudy. Weeding operations continue. *Kharif* crops in good condition. Land under preparation for ensuing *rabi* crops. Fodder sufficient. Prices almost stationary.

Rainfall moderate in Hyderabad during the week. Sowing of *abi* and weeding of *kharif* and *abi* crops continue. Standing crops prospering. Prices: Wheat 12, coarse rice 9½, white *jowar* 17, yellow *jowar* 19 and *tur* 18¼ seers per current rupee.

Central India.—*For week ending 27th August.*—No rain fell in three Agencies and Neemuch. Crops reported to be damaged by excessive rain in parts of two Agencies. More rain wanted in parts of Barwani and Nimar in the Bhopal Agency. Prices of food grains rising in Neemuch.

Rajputana.—*For week ending 27th August.*—Rainfall slight and partial. More rain wanted in Harowtee and Ajmere. Agricultural operations satisfactory. Standing crops generally good. Agricultural stock good. Pasturage or fodder sufficient. Prices falling in two Agencies; risen in one; steady elsewhere. Opium satisfactory in Jeypore.

Nepal.—*For week ending 21st August.*—Rainfall over 4 inches at Sudder station. Prospects of crops good.

W. C. BENETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Statement of gross receipts and expenses of Indian Railways from 1st January to 10th August 1889 and from 1st January to 9th August 1890.

N.B.—In column Total receipts from 1st January to 9th August 1890, audited figures have been used as far as possible.

RAILWAYS.	TOTAL ACTUAL RECEIPTS FROM 1ST JULY TO 10TH AUGUST 1889.			TOTAL APPROXIMATE RECEIPTS FROM 1ST JULY TO 9TH AUGUST 1890.			TOTAL ACTUAL RECEIPTS FROM 1ST JANUARY TO 10TH AUGUST 1890.			TOTAL APPROXIMATE RECEIPTS FROM 1ST JANUARY TO 9TH AUGUST 1890.			Total increase in 1890.	Total decrease in 1890.
	Total mean length open.	Receipts.		Total mean length open.	Receipts.		Total.	Per mile open per week.	Total.	Per mile open per week.				
		Rs.	Per mile open per week.		Rs.	Per mile open per week.					Rs.	Per mile open per week.		
State Lines worked by Companies.														
East Indian (a)	1,526	43,27,987	484	1,526	36,75,562	122	2,84,80,621	588	2,71,75,230	563		13,55,391	6,145	
Patna-Gya	57	52,239	150	57	41,771	128	3,03,831	108	2,97,686	165				
Bareilly-Pilibhit	39	8,150	42	39	9,637	47	68,127	60	71,659	63		3,532		
Bengal-Nagpur (b)	305	1,20,142	70	584	1,78,803	61	14,08,401	132	18,63,707	114		4,55,306		
Indian Midland (c)	602	4,84,103	81	752	2,40,411	57	15,20,559	99	22,73,678	96		4,44,110		
Rajputana-Malwa	1,604	17,08,739	182	1,672	13,63,000	143	1,35,04,485	252	1,11,77,161	212		21,13,321		
Southern Mahatma	857	4,17,710	84	1,042	4,00,504	71	25,00,647	90	26,82,512	85		85,865		
Do. Mysore Section	219	78,034	66	263	1,40,305	81	4,10,125	66	6,62,384	71		2,43,259		
Vilupuram-Guntakal	83	26,074	54	83	27,037	59	1,59,822	61	1,48,646	57			11,183	
TOTAL	5,439	70,87,754	223	6,048	60,80,118	176	4,85,60,625	880	4,63,03,660	247		22,57,959		
State Lines worked by the State.														
North Western	2,356	(d) 20,41,162	210	2,399	27,46,200	200	1,64,04,480	218	1,64,51,021	217		40,459		
Oudh and Rohilkhand	692	6,50,263	169	692	5,77,795	143	47,87,001	418	4,47,884	216		69,110		
Lucknow-Sitapur-Seramau	105	33,093	54	105	29,800	50	2,03,377	61	2,24,813	68		21,446		
Eastern Bengal	747	10,17,304	253	767	10,27,020	15	55,55,254	255	61,24,345	256		5,04,091		
Bengal Central	125	73,418	160	1	09,010	08	4,31,000	100	4,05,070	103		25,036		
Nalhati	27	6,730	62	27	10,900	71	6,355	74	65,621	77		2,063		
Waridha Coal (f)	45	84,243	20	45	8,402	144	5,77,847	105	6,02,199	444		24,349		
Cherra-Companyganj	7	810	20	8	1,800	45	3,891	17	8,305	37		4,414		
Jorhat	25	7,708	43	25	8,224	37	3,036	38	34,451	38		585		
Burma (g)	553	4,35,107	147	553	4,60,207	145	3,61,305	157	35,01,265	201		4,88,000		
TOTAL	4,712	52,92,211	102	4,749	50,08,007	187	1,11,07,718	213	1,21,40,811	215		9,63,173		
Lines worked by Guaranteed Companies.														
Great Indian Peninsula (a)	1,440	44,71,495	213	1,110	24,33,201	205	2,40,25,636	533	2,51,13,620	553		5,70,970		
Bombay, Baroda and Central India	101	10,21,080	179	401	8,33,000	310	88,22,715	607	86,70,091	596		2,01,724		
Madras	240	10,15,476	211	849	11,01,285	240	5,44,824	208	55,88,034	210		43,210		
South Indian	614	6,24,049	163	654	6,91,138	181	14,71,302	167	30,85,471	179		2,14,109		
TOTAL	3,395	51,25,607	50	3,395	50,01,627	201	4,22,51,537	385	4,31,38,122	402		6,26,565		
GRAND TOTAL. (GUARANTEED AND STATE).														
GROSS ESTIMATED EXPENSES	13,546	1,75,35,661	221	14,197	1,62,10,722	200	1,22,30,000	290	12,15,77,679	274		6,62,221		
NET RECEIPTS							6,39,13,316	149	6,08,34,780	137		15,20,515		
Assisted Companies.														
Tarakeshwar	22	28,161	218	22	27,683	216	1,91,066	275	1,93,319	279		1,353		
Bengal and North-Western (i)	949	4,30,877	113	611	3,53,313	60	26,73,674	150	20,87,161	141		3,13,487		
Rohilkhand-Kumaun	67	37,301	95	67	30,599	50	2,24,105	109	2,31,126	100		6,631		
Dabru-Sadiya	75	(j) 1,944	128	75	(k) 4,445	131	(l) 2,80,437	111	(m) 3,04,613	127		15,176		
TOTAL	110	5,45,029	111	858	4,62,400	94	33,79,572	129	37,19,219	143		3,36,647		
Native State Lines worked by Companies.														
The Nizam's Guaranteed State	354	2,38,854	115	354	2,67,313	133	14,00,412	125	16,44,089	147		2,43,647		
The Gaekwar's Dahhol	59	11,913	34	72	15,020	36	1,20,885	49	1,20,885	62		28,614		
The Gaekwar's Mehsana	27	5,333	34	27	4,600	20	30,520	43	31,862	37		4,658		
The Gaekwar's Pollad				14	4,190	56			(n) 14,235	76		14,235		
TOTAL	440	2,56,130	99	467	2,91,443	109	15,20,233	110	18,11,071	125		2,81,838		
Native States Lines worked by the State.														
Rajputana-Bhatinda		(o)		108	50,610	97	(p)		(q) 1,61,070	81		1,63,070		
Native States Lines														
Jodhpore	124	32,707	45	124	37,100	52	2,30,305	59	2,43,238	63		12,933		
Bhavnagar-Gondal-Junagarh Porbandar	261	93,300	61	331	1,05,670	56	9,56,235	116	10,74,584	103		1,18,349		
Morvi	63	15,052	38	94	28,999	54	1,20,837	56	1,63,029	55		42,192		
TOTAL	453	1,41,089	53	549	1,71,769	55	13,07,377	91	14,80,851	85		1,73,474		

(a) Includes the Dildarnagar-Ghazipur State Railway.

(b) Includes the Asansol-Goukera Section of the Bengal-Nagpur Railway worked by the East Indian Railway.

(c) Includes the Sindia and Bhopal-Itarsi State Railways.

(d) Includes the Amritsar-Pathankot and Rajputana-Bhatinda State Railways.

(e) Includes the Amritsar-Pathankot and Jammu and Kashmir Railways.

(f) Includes the Warora Colliery.

(g) Includes the Youngoo-Mandalay Railway.

(h) Includes the Dhond-Manmad, Khamsaon and Amroli State Railways.

(i) Includes the Tirhoot State Railway.

(j) Total receipts from 1st July to 3rd August 1889.

(k) Total receipts from 1st July to 2nd August 1890.

(l) Total receipts from 1st January to 3rd August 1889.

(m) Total receipts from 1st January to 2nd August 1890.

(n) Total receipts from 5th May to 9th August 1890.

(o) Included with the North Western Railway.

(p) Total receipts from 1st April to 9th August 1890.

F. B. HEBBERT,

Offg. Under-Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XVIII of 1890-91.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

#	Latest Return received.	RAILWAYS.	WEEK ENDING 10TH AUGUST 1889.		WEEK ENDING 9TH AUGUST 1890.		TOTAL RECEIPTS FROM 1ST APRIL TO 10TH AUGUST 1889.		TOTAL RECEIPTS FROM 1ST APRIL TO 9TH AUGUST 1890.		Total increase in 1890-91.	Total decrease in 1890-91.		
			Total mean length open.	Receipts.		Total mean length open.	Receipts.		Total.	Per mile open per week.			Total.	Per mile open per week.
				Total.	Per mile open.		Total.	Per mile open.						
		State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	
16th August 1890		East Indian (a) . . .	1,526	6,80,800	446	1,526	6,08,954	399	1,63,54,737	568	1,47,04,492	518	15,60,24	
16th ditto		Patna-Gya . . .	57	7,808	138	57	6,441	113	1,66,236	155	1,08,514	158	2,278	
9th ditto		Bareilly-Pilibhit . . .	36	1,308	36	36	1,209	35	37,224	55	34,077	51	3,14	
9th ditto		Bengal-Nagpur (b) . . .	305	16,890	55	584	30,315	52	7,21,331	126	10,85,219	103	3,63,338	
9th ditto		Indian Midland (c) . . .	752	47,060	63	752	38,111	51	10,49,122	87	11,39,413	85	1,40,291	
16th ditto		Rajputana-Malwa . . .	1,664	2,82,824	170	1,672	2,09,000	125	77,60,498	247	61,64,061	197	15,96,43	
9th ditto		Southern Mahatta . . .	857	65,773	77	1,042	65,885	63	16,37,839	101	16,20,554	86	17,28	
9th ditto		Do. Mysore Section . . .	219	14,082	64	206	22,276	75	2,69,142	65	4,05,882	73	1,36,740	
9th ditto		Villupuram-Guntakal . . .	83	4,593	54	83	5,366	65	93,756	60	80,007	57	4,74	
		TOTAL . . .	5,499	11,21,137	204	6,048	9,87,647	163	2,80,90,435	277	2,55,51,210	228	25,39,21	
		State Lines worked by the State.												
16th August 1890		North Western . . .	2,386	(d) 4,51,958	189	2,399	(e) 4,03,086	168	(f) 99,81,235	222	(g) 92,23,273	205	7,57,96	
9th ditto		Oudh and Rohilkhand . . .	692	1,01,323	146	692	80,856	117	20,84,580	220	25,68,594	193	4,15,98	
9th ditto		Lucknow-Sitapur . . .												
9th ditto		Serama . . .	105	5,531	53	105	4,547	43	1,27,497	64	1,12,735	62	5,26	
9th ditto		Eastern Bengal . . .	747	2,29,241	307	757	2,03,000	271	31,52,740	240	31,75,635	237	2,22,889	
9th ditto		Bengal Central . . .	125	15,772	125	125	13,030	104	2,53,205	107	2,15,640	101	17,62	
9th ditto		Nalhati . . .	27	1,064	61	27	1,000	50	35,318	69	39,005	73	1,390	
9th ditto		Wardha Coal (f) . . .	45	13,150	299	45	21,609	466	3,00,473	361	1,72,313	442	65,840	
9th ditto		Cherra-Companyganj . . .	7	170	25	8	441	55	2,091	15	4,555	30	2,466	
9th ditto		Jorhat . . .	25	1,428	57	25	1,540	61	22,098	40	20,977	44	1,11	
9th ditto		Burma (g) . . .	553	67,741	122	559	74,531	134	17,16,261	165	18,77,123	176	1,10,802	
		TOTAL . . .	4,712	8,88,093	188	4,749	8,09,608	170	1,85,91,556	211	1,77,87,253	200	7,94,38	
		Lines worked by Guaranteed Companies.												
9th August 1890		Great Indian Peninsular (h) . . .	1,440	3,63,141	252	1,440	3,88,683	270	1,31,04,501	481	1,37,51,290	509	6,49,729	
16th ditto		Bombay, Baroda and Central India . . .	461	1,72,566	374	461	1,34,000	291	51,30,475	391	50,68,224	587	71,2	
9th ditto		Madras . . .	840	1,65,857	197	840	1,81,017	210	34,20,765	217	34,15,108	217	4,35	
9th ditto		South Indian . . .	654	1,02,232	150	654	1,03,328	166	21,85,523	177	21,93,751	185	1,18,238	
		TOTAL . . .	3,395	8,03,846	237	3,395	8,15,108	210	2,36,59,321	373	2,45,41,439	386	6,82,112	
GRAND TOTAL (GUARANTEED AND STATE)			13,606	28,13,976	207	14,192	26,12,683	181	7,05,31,315	278	6,78,79,005	257	26,51,40	
GROSS ESTIMATED EXPENSES			..	..	..	..	..	..	3,53,79,676	140	3,42,57,352	130	13,13,3
NET RECEIPTS			..	..	..	..	..	..	3,10,00,639	138	3,16,22,350	127	13,38,01
		Assisted Companies.												
16th August 1890		Tirakeswar . . .	22	4,785	217	22	4,465	203	1,10,802	267	1,11,031	272	1,129	
9th ditto		Bengal and North Western (i) . . .	649	76,530	118	691	52,179	76	17,46,711	150	16,70,128	135	79,51	
9th ditto		Rohilkhand-Kumaun . . .	67	5,302	79	67	4,223	63	1,48,605	118	1,36,322	109	12,3	
2nd ditto		Dibru-Sadiya . . .			..	..	(j)		(k) 1,74,234	125	(l) 1,81,206	131	6,972
		TOTAL . . .	738	86,617	117	780	60,867	78	21,80,412	142	21,05,587	136	74,8	
		Native States Lines worked by Companies.												
9th August 1890		The Nizam's Guaranteed State . . .	354	43,068	124	354	40,022	113	7,91,646	119	9,36,841	141	1,45,198	
16th ditto		The Gaekwar's Dabhoi . . .	59	1,718	29	72	2,800	40	52,209	47	77,050	65	25,681	
16th ditto		The Gaekwar's Meh-sana . . .	27	808	30	27	700	26	22,628	44	19,457	39	3,15	
16th ditto		The Gaekwar's Pollad . . .	..	..	..	14	710	52	..	(m) 14,235	76	14,235	
		TOTAL . . .	440	46,474	106	467	44,292	95	8,66,543	164	10,48,486	122	1,81,943	
		Native States Lines worked by the State.												
16th August 1890		Rajputana-Bhatinda . . .	..	(n)	..	108	11,922	110	(n)		1,63,070	81	1,63,970
		Native States Lines.												
16th August 1890		Jodhpore . . .	124	5,209	42	124	5,700	46	1,33,341	57	1,44,657	62	11,316	
9th ditto		Bhavnagar-Gondal . . .	261	15,450	59	331	16,500	50	5,43,928	111	6,36,013	106	1,12,095	
9th ditto		Jungai-Porbandar . . .	68	2,358	35	94	3,767	40	82,698	64	1,28,084	72	45,336	
		TOTAL . . .	453	23,017	51	549	25,967	47	7,59,967	89	9,28,704	90	1,68,737	

(a) Includes the Dildarnagar-Ghaziipur State Railway.

(b) Includes the Asansol-Goliker Section of the Bengal-Nagpur Railway worked by the East Indian Railway.

(c) Includes the Sindia and Bhopal-Itarsi State Railways.

(d) Includes the Amritsar-Pathankot and Rajputana-Bhatinda State Railways.

(e) Includes the Amritsar-Pathankot and Jammu and Kashmir Railways.

(f) Includes the Warora Colliery.

(g) Includes the Toungoo-Mandalay Railway.

(h) Includes the Dhond-Manmad, Khamsa and Amraoti State Railways.

(i) Includes the Tirhoot State Railway.

(j) Return not received.

(k) Total receipts from 1st April to 3rd August 1889.

(l) Total receipts from 1st April to 2nd August 1890.

(m) Total receipts from 5th May to 6th August 1890.

(n) Included with the North Western Railway.

F. B. HEBBERT,

Offg. Under-Secretary

SIMLA, 29th August, 1890.

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRINTING OFFICE, Simla.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, SEPTEMBER 6, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 29th March, 1890.

From the 12th April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 5th April, all Notifications and other matter intended for publication in those Parts, should be addressed to the Officiating Publisher at Simla.

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By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATION.

Simla, the 21st August, 1890.

No. 16.—The services of the undermentioned Warrant Medical Officers are placed at the disposal of the Bengal Government for civil employment:—

1st grade Assistant Apothecary	G. Gill.
"	J. Crabbe.
"	J. Rowley.
"	M. E. Mun-
"	gavin.
and "	W. J. A.
"	Hogan.

W. R. RICE, M.D.,

Surgeon-General with the Govt. of India.

Statement of the Affairs of the Bank of Bengal for the week ending and September, 1890.

LIABILITIES.			ASSETS.		
	R	a. p.		R	a. p.
Capital paid up	2,00,00,000	0 0	Government Securities	1,27,83,543	0 0
Reserve Fund	47,00,000	0 0	Other authorized Investments	76,76,337	0 0
Public Deposits at Head Office . 63,65,719 11 0	1,88,07,622	7 2	Loans on Government and other authorized Securities	64,06,923	3 2
Public Deposits at Branches . 1,24,41,902 12 2			Accounts of Credit on Government and other authorized Securities	64,25,549	12 0
Other Deposits at Head Office and Branches	4,78,91,804	5 10	Bills discounted and purchased	1,12,04,872	10 5
Bank Post Bills. &c.	7,11,071	10 1	Balances with other Banks	1,70,504	9 7
Sundries	27,49,530	13 5	Bullion	2,739	5 0
			Dead Stock	12,20,629	4 3
			Stamps	10,318	6 6
			Sundries	11,85,300	4 1
				4,70,86,717	7 0
			Cash and Cur- rency Notes at Head Office . 2,56,02,412 4 0	4,77,73,311	13 6
			Cash and Cur- rency Notes at Branches . 2,21,70,899 9 6		
RUPES	9,48,60,029	4 6	RUPES	9,48,60,029	4 6

BANK OF BENGAL,
Calcutta, the 4th September, 1890.

F. T. LEWIS,
Offg. Chief Accountant.

By Order of the Directors,
W. WESTLAND,
Offg. Secretary & Treasurer.

Rate for Demand Loans 3 per cent
Percentage 68'09.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 3rd September, 1890.

	R	Rs
Value of silver held in the Mint on account of the Currency Department on the evening of the 27th August, 1890	11,84,404	
Value of Government silver in the Mint on the same date	5,69,688	
ADD—		17,54,092
Silver received by the Mint during the week on account of the Currency Department	13,95,108	
Ditto ditto Government	117	
		13,95,225
DEDUCT—		31,49,317
New coin paid to Reserve Treasury during the week	1,51,000	
Petty items issued for miscellaneous purposes \	...	
		1,51,000
Balance on the evening of the 3rd September, 1890 . . . . .	...	29,98,317
The Balance comprises—		
Silver held on account of the Currency Department	17,94,604	
Ditto ditto Government	12,03,713	
		29,98,317
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	51,60,721	
Ditto ditto Government	...	
		51,60,721

A. W. BAIRD, Lieut.-Colonel, R.E.,
Master of the Mint.
CALCUTTA MINT,
The 4th September, 1890.

CALCUTTA UNIVERSITY.

NOTICE.

The Senate will proceed, in the month of March, 1891, to the election of a Tagore Professor of Law for the term of one year, to commence on the 1st of November, 1891.

The salary of the Professorship is Rs10,000 per annum, and the Professor will be expected to deliver a course of not less than twelve lectures upon *one* of the following subjects:—

- (1) The Law relating to Damages.
- (2) The Law of Estoppel in British India.
- (3) The Mahomedan Law relating to Marriage, Dower, Divorce, Legitimacy and Guardianship of Minors according to the Sunnis.
- (4) The Mahomedan Law relating to Marriage, Dower, Divorce, Legitimacy and Guardianship of Minors according to the Shiah.

Candidates for the Professorship are requested to forward their applications to the Registrar on or before the 1st of January, 1891, and at the same time to state on which of the above-mentioned four subjects they are prepared to lecture.

A. M. NASH,
Offg. Registrar.

SENATE HOUSE,
The 2nd September, 1890.

**AGENT TO THE GOVERNOR-
GENERAL, BALUCHISTAN,
P. W. D.**

NOTIFICATION.

Quetta, the 26th August, 1890.

No. 21.—Mr. W. H. Rushton, Executive Engineer (temporary rank), transferred to Baluchistan, is posted to the Loralai Division, which he joined on the afternoon of the 18th August, 1890.

J. F. GARWOOD, *Major, R.E.,
Offg. Secy. to Agent, Governor-General,
Baluchistan, P. W. D.*

**AGENT TO THE GOVERNOR-
GENERAL FOR CENTRAL INDIA.**

NOTIFICATION.

Indore Residency, the 29th August, 1890

No. 3901.—In continuation of Central India Agency Notification, No. 1037, dated the 10th March, 1890, it is hereby notified that 1st class Hospital Assistant Yusuf Khan, of the Reserve Establishment, held medical charge of the detachments of the Bhopal Battalion and Central India Horse, stationed at Indore, in addition to the charge of the Residency Hospital at Indore, during the absence on privilege leave of 1st class Hospital Assistant Madhoram.

By Order,
A. TUCKER,
*First Asst. Agent to the Govr.-Genl.
for Central India.*

**AGENT TO THE GOVERNOR-
GENERAL, RAJPUTANA.**

NOTIFICATIONS

Abu, the 23rd August, 1890.

No. 3520-G.—Third class Hospital Assistant Geyan Chand returned on the forenoon of the 2nd August, 1890, from the leave granted him in this Office Notification, No. 2635-G, dated the 4th July, 1890.

No. 3521-G.—First class Hospital Assistant Alleemuddin returned on the forenoon of the 6th August, 1890, from the leave granted him in this Office Notification, No. 2631-G., dated 4th July, 1890, and resumed charge of his duties from 2nd class Hospital Assistant Maheeboollah Khan, who reverted to the Government Reserve List from that date.

The 1st September, 1890.

No. 3610-G.—Surgeon H. N. V. Harington, Medical Officer of the Deoli Irregular Force and of the Harowti and Tonk Agency, availed himself on the 15th August, 1890, of the privilege leave granted him in Foreign Department Notification, No. 1354-G., dated 13th August, 1890.

By Order,
K. D. ERSKINE, *Lieut.,
for First Asst. Agent to the Govr.-Genl.,
Rajputana.*

**CHIEF COMMISSIONER OF
AJMERE-MERWARA.**

NOTIFICATION.

Abu, the 26th August, 1890.

No. 936—330-IV.—Under Section 12, Act X of 1882 (Criminal Procedure Code), Lieutenant F. G. Beville, 21st Bombay Infantry, is invested, with effect from the date of assuming charge of the office of Cantonment Magistrate, Nusseerabad, with the powers of a Magistrate of the 1st class, to be exercised within the Ajmere District.

By Order,
K. D. ERSKINE, *Lieut.,
for First Asst. to the Agent to the Govr.-Genl.,
Rajputana, & Chief Commr., Ajmere-Merwara.*

RESIDENT IN MYSORE.

NOTIFICATION.

Bangalore, the 26th August, 1890.

No. 2796—3509.—Under the provisions of Section 14 of the Code of Criminal Procedure, the Resident in Mysore hereby appoints Mr. M. Venkatasawmy to be a Special (Honorary) Magistrate for the Civil and Military Station of Bangalore, *vice* Mr. A. R. Chelvaroya Mudaliar, resigned.

By Order,
L. S. NEWMARCH,
Assistant to the Resident.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 28th August, 1890.

No. 32-A.—Lieutenants A. J. H. Swiney and G. M. Duff, R.Es., Assistant Engineers, II grade, passed the necessary examination for promotion to 1st grade Assistant Engineers, prescribed in Code, chapter ii, paragraphs 9 to 11, on the 20th August, 1890.

No. 33-A.—Lieutenant J. W. Pringle, R.E., Assistant Engineer, 1st grade, is promoted to Executive Engineer, 4th grade, temporary rank, with effect from the 4th July, 1890.

G. E. SANFORD, *Brigdr.-Genl., R.E.,
Inspector-General of Military Works.*

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 28th August, 1890.

No. 36.—Mr. A. T. Chiodetti, Assistant Engineer, 1st grade, is transferred, in the interest of the public service, from the Oudh and Rohilkhand Railway to the Moghal-Sarai-Howrah Railway Survey.

The 29th August, 1890.

No. 37.—Mr. C. L. Biscoe, Assistant Traffic Superintendent in class III, grade 1, of the Superior Revenue Establishment of State Railways, officiated as District Traffic Superintendent in class II, from the 13th December, 1889, to the 27th January, 1890, during the absence on privilege leave of the late Mr. G. S. Leonard, District Traffic Superintendent in class II, grade 4.

R. A. SARGEANT, *Lieut.-Col., R.E.,*
Offg. Director-General.

CURRENCY NOTES.

The following Currency Notes are stated to have been destroyed, and payment of their value has been claimed by the person whose name is placed against the numbers; any other person claiming a right to them is warned to communicate at once with the undersigned:—

Calcutta Circle.

NOTES WHOLLY LOST OR DESTROYED.

Regt. No.	No. of Notes.	Value.	Name of Claimant.
1890.		R	
H80	U 57—72307	100	Mr. J. Kahiraj, Somastipore, District Darbhanga.
	„ —72728	100	

H. KEENE,

*Asst. Comptroller Genl.,
in charge, Paper Currency.*

CALCUTTA,

The 5th September, 1890.

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of the Indian Treasure Trove Act, VI of 1878, that 48 gold rukas, a metal case, a silver ring, and a piece of copper, worth Rs 21 in all, were found by Gada Palladu and others, when digging earth in the site of Mohamed Viziruddin, in Anathavaram, Amlapur Taluq, on the 7th March, 1890.

All persons claiming the said treasure or part thereof are hereby required to appear personally or by duly accredited agent before the Collector of Godavari, at his office, on the 15th January, 1891, in order to the matter being inquired into and determined according to the provisions of the said Act.

W. A. HAPPELL,
Collector of Godavari.

COCANADA,

The 23rd August, 1890.

REPORTS OF DESERTIONS.

Report of a Deserter from the 10th Field Battery, Royal Artillery, dated at Karachi, this 29th day of August, 1890.

Number, Rank, and Name, —No. R.A.—72379, Driver Robert Dorrance.	At what place Enlisted,— Glasgow.
Age,—20 years 7 months.	Parish and County in which born,—Abbey Paisley, County Renfrew, Glas- gow.
Size,—5 feet 3½ inches.	Marks,—Scar on right side of mouth and over back. R. right forearm, dots, base both thumbs.
Colour of— Complexion, fresh; Hair, light brown; Eyes, grey.	Trade,—Labourer.
Date of Desertion,—21st August, 1890.	Coat or Jacket,— Waistcoat,— Breeches or } Regi- Trowsers,— } mentals.
Place of Desertion,—Kara- chi.	Remarks,— Under 2 years' service.
Date of Enlistment,—8th April, 1889.	

G. TEMPLE, *Major, R.A.,*
Comdg. 10th Field Batty., R.A.

Report of a Deserter or Absentee without leave, from the 1st Battalion, Worcestershire Regiment of Foot, dated at Poona, this 31st day of August, 1890.

Number, Rank, and Name, —No. 2641, Private James Ford.	Parish and County in which Born,—Manchester, Lan- cashire.
Age,—21 years 9 months.	Place of residence for last 12 months before Enlist- ment,—Poona, since 21st March, 1890.
Height,—5 feet 5 inches.	Marks,—Tattooed stroke on left forearm.
Colour of— Complexion, fresh; Hair, dark brown; Eyes, blue.	Trade,—Seaman.
Date of Desertion or Ab- sence,—28th August, 1890.	Regimentals, or plain clothes,—Regimentals.
Place of Desertion or Ab- sence,—Poona.	Remarks,—Is broad shoul- dered, thick set, clean shaved, except small light moustache. Not on fur- lough.
Date of Enlistment,—20th January, 1887.	Under 1 year's service.
At what Place Enlisted,— Ashton-under-Lyne.	

E. CARRINGTON, *Lieut.-Colonel,*
Comdg. 1st Battn., Worcestershire Regt.

CEMETERY NOTICE.

List of monuments in the Sialkot Ceme-
teries published with reference
to Rule XIX,*
Part I, of the
revised Ecclesi-
astical Rules
promulgated by
Home Depart-
ment Notifica-
tion, No. 103,
dated 20th June,

1885:—

West Cemetery.

Inscription.	Date.
Major Morgan Crofton Sankey, R.H.A.	...
Sergeant Major Menzies, R.H.A.	...
Pucca brick monument	(No name.)
Ditto ditto	...
Alfred Harold Leslie, 5th Lancers	1872
Son of Sub-Conductor Cheers	1856
Pucca grave	(No name)
Pucca headstone	(No name.)
Ditto ditto	...
Wife of Sergeant Cosling, E.A., R.H.A.	1871
Margaret Elkins	1871
Edward Stanley	1871

East Cemetery.

Inscription.	Date.
Walter Edward DeLisle	1858
Mary Patterson	1853
John Cathcart	1855
Sergeant Hickey	1853
Charles Williams	1853
Martha Fife	1852
Susanna Banks (Date undecipherable.)	
Lance Sergeant Noble	1856
Elijah Burnett	1862
Mary Ooffey	1853
Sarah Ann Dalton (Date illegible.)	
Francis Martin	1852
Steven Lawrence Ryan	1859
Pucca grave (Unknown.)	
Private Andrew Kelly (Date illegible.)	
Sergeant James Smith	1859

F. J. MONTGOMERY,
Chaplain.

POST OFFICE.**NOTIFICATIONS.**

Unclaimed Letters held in the Calcutta General Post Office on 4th September, 1890.

Alber Vetterle & Co.	Evan, Lascar & Co.	Kite Manufacturing Company.
Anderson, J. M.	Gallais, L.	Scheveiger, Carl.
Callow Brothers.	Gamrach & Co.	Watson, H.
Directors of the Patna Tramway Company.	Horton, G. T.	Young & Co., John.

Letters marked "Care of Post Office"

Andrews, S. J.	Jackson, G. M.	Peerpoint, Percy
Bally, Albut.	Jackson, J. A.	Howard.
Berliakovsky, Licon.	Jones, J. R.	Pietso, R.
Bernasconi, F.	Keisler, Dr. F. L.	Rebeiro, Miss A. G.
Bird, Charles A.	Lazaro, E. T.	Roberts, C.
Brahazon, Lieut. A.	Leonard, Capt. C. B.	Ross, A. M.
Braidwood, L. D.	Linfield, A.	Rowbotham, H. M.
Carbey, J.	Lyness, Mrs. D.	Rutter, Dr. G. H.
Cock, Mrs. Sarah.	Malet, Miss.	Scott, Charles.
Cumine, G. L.	Martin, Chas.	Shaw, Mrs.
Denholm, James.	McCoy, G. E.	Staab, Henry.
Ehimsohu, T.	McDermott, Mrs. A.	Sterndall, Miss H.
Farrow, Mrs. A.	Mitchell, Mrs. H.	Stevenson, W.
Freedman, J. J.	Moody, C. J.	Thompson, J.
Gibson, Peter.	Morgan, Col.	Tucker, Thomas.
Gillet, Cecil S.	Muirling, T. J. R.	Twinning, T. V.
Giravegna, Bernardo.	Murray, Mrs. M. L.	Vincent, Joseph.
Hannah, Mrs. M.	Olsen, Johan.	Williams, H.
Hewitt, F. C.	Parker, G. F.	Wilson, G. F.
Hoffman, J. W.		

Registered Letters.

Bernasconi, F.	Lazaro, Mrs. C. M.	Mendis, J. C.
Braidwood, L. D.	McDermott, Mrs. A.	Peraud, Emile.
Hewitt, F. C.		

Unclaimed Letters held in the Barrackpore Post Office on the 28th July, 1890.

Belleto, H., Esq.	Herbert, P. Edward,	Tyndell, H.
Brass, A. O., Mr.	Revd.	Vencatachellam,
Haddon, A., Esq.	Hose, J. W., Esq.	M., Mr.
	Jameson, A. S., Esq.	

G. E. WALKER,
Offg. Presidency Postmaster, Calcutta.

The 6th September, 1890.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
Egypt, Europe, America Cape Colonies through United Kingdom.	1800 9th Sep.	Per P. & O. Str. from Bombay.
Ditto (Book Post and Pattern Packets).	8th "	Ditto.
Mauritius, Mayotte, Nossi Be and Réunion.	9th "	Ditto.
Zanzibar, Mozambique, Dalagoa Bay, Natal and Cape Colonies, Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China and Japan.	9th "	Ditto.
Australia, New Zealand and Tasmania.	8th "	Ditto.
Colombo	10th "	Per P. & O. Str. <i>Kaisar i Hind.</i>
Straits, China and Japan	8th "	Per Steamer <i>Japan.</i>
Rangoon and Moulmein	9th "	Per Steamer <i>Rajpootana.</i>
Ditto ditto	12th "	Per Steamer <i>Nudda.</i>
Akyab, Kyaukpyu, Sandoway and Rangoon.	10th "	Per Steamer <i>Euphrates.</i>
Colombo and Mauritius	11th "	Per Steamer <i>Warora.</i>

N.B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

GOVERNMENT CINCHONA FEBRIFUGE.

This preparation is an efficient substitute for quinine, and can be purchased by Government officers for public and charitable purposes, and by any one taking *twenty pounds* at a time, from the Superintendent, Botanical Garden, Calcutta, *for cash only*, at the following rates—per four-ounce tin, *R3-14*; per eight-ounce tin, *R7-4*; per pound tin, *R14*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only*, at the under-noted rates—per four-ounce tin, *R4-14*; per eight-ounce tin, *R9-4*; per pound tin, *R17-8*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

گورنمنٹ سینکونا فیری فیوج

یہ دوا کوئیٹائون کا صدمہ بدل ہی اور کلکتہ کے ہوائی گارڈن میں کھیتی باغ کے سرپرستوں کے صاحب سے ہر ایک سال میں سرکاری واسطے سرکاری کام اور خیرات کے اور جو کوئی ایک صدمہ سے بچنے کے لئے خرید کرنے والا ہو وہ نقد خرید کرنے کی شرط پر

دیکھنے کے لئے ہوئے بھاڑ سے خرید کر سکتا ہے یعنی —
چار اونس کے ٹیس کے ٹیس روپی چوتھ آئے ; آٹھ اونس کے
ٹیس کے سات روپی چار آئے ; ایک پونڈ کے ٹیس کے چوتھ روپی
اور عوام الناس ہوتا کھل کاروں یعنی کھپنی باغ کے
— پورٹنڈنٹ صاحب سے بقیہ نقد نیچے کے لئے ہوئے بھاڑ سے
خرید کر سکتے ہیں یعنی — چار اونس ٹیس کے چار روپی چوتھ
آئے ; آٹھ اونس کے ٹیس کے نو روپی چار آئے ; ایک پونڈ کے
ٹیس کے ستوا روپی آٹھ آئے

یہ دوا کلکتہ کے بڑے بڑے دکانی اور دیسی دوا خانوں میں
بکتی ہے ماسوائے نیمہ مذکورہ بالا کے مخصوص دکان چار
اونس ٹیس کے چار آئے ; اور آٹھ اونس کے ٹیس کے آٹھ آئے ;
اور ایک پونڈ کے ٹیس کے بارہ آئے

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JOHN ELIOT,

*Meteorological Reporter to the
Government of India.*

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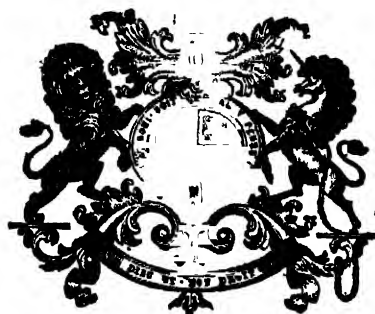
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Lost.

The Government Promissory Notes, Nos. 007104, 007265, and 007266, of the 4 per cent. of 1854-55, for ₹1,000, ₹500, and ₹500, respectively, originally standing in the name of Mud-dunjee Dhurumsee and Company, and last endorsed to Khetsey Pragjee, deceased, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of duplicates in favour of the proprietor.

SIAMAVAHOO,

*Wife of Madhowjee Visram,
and only daughter of Khetsey Pragjee,
House No. 61, Kalbadevi,
Bombay.*

Lost.

The Government Promissory Note No. A027214 of the reduced 4 per cent. loan of 1879, for ₹1,000 only, originally standing in the name of Bank of Bengal, and last endorsed to Gopal Chandra Goopta, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest and for the issue of duplicates in favour of the proprietor after two years from date of last advertisement.

GOPAL CHANDRA GOOPTA,

*7, Goopto's Lane,
Calcutta.*

Lost or Stolen.

The Government Promissory Note, No. 062752, of the 4 per cent. loan of 1872, for ₹500, originally standing in the name of Doorga Persaud Ghose, and last endorsed to Sreemutty Koomodcenc Dosi, the present owner, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and the application is about to be made for the issue of a duplicate in favour of the proprietor.

WATKINS & CO.,

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2, Old Post Office Street.*

Destroyed by Fire.

The Government Promissory Note, No. 156555, of 4 per cent. loan of 1865, for ₹5,000, originally standing in the name of the Chartered Bank of India, Australia, and China, and last endorsed to Maung Shwe Boo, Pensioned Extra Assistant Commissioner of Sandoway, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interests and for the issue of a duplicate in favour of the proprietor, after two years from date of last advertisement.

MAUNG SHWE BOO,

Sandoway.

Destroyed by Fire.

The Government Promissory Notes, Nos. 089547, 089548, 089549, and 089550, Public Debt Office, Bombay, Nos. 001037, 001038, 001039, and 001040, of the 4½ per cent. loan of

1879, for ₹100 each, originally standing in the name of Dhurumsey Naranjee, and No. 015120, of the 4½ per cent. of 1878, for ₹100, in the name of Mangesh Shabaram, and Nos. 083751 and 083752 of the 4½ per cent. loan of 1879, for ₹100 each, in the name of Cowasjee Byramjee and Maneckjee Merwanjee, and No. 077482, of the 4½ per cent. loan of 1879, for ₹100, in the name of Furdoonjee Limjeebhoy Panday, and last endorsed to Cowasjee Byramjee, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest, and for the issue of duplicates in favour of the proprietor after two years from date of last advertisement.

COWASJEE BYRAMJEE,
80—82, Basar Gate Street.

BOMBAY,
The 19th July, 1890.

Stolen.

The Government Promissory Notes, Nos. 131311 of 1842-43, for ₹1,000, 131313 and

131314 of 1842-43 for ₹500 each, 189684, 190072, 190073, and 226942 of 1865, for ₹1,000 each, all of 4 per cent., originally standing in the name of the Bank of Bengal, and last endorsed to Hara Dhon Nag, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of duplicates in favour of the proprietor.

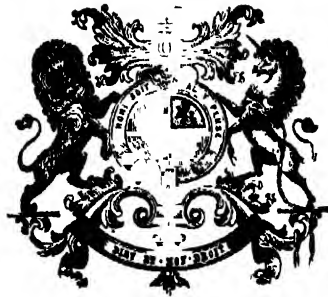
HARA DHON NAG,
C. H. Assistant, Barisa Dispensary.

COUPONS.

Lost.

One coupon of ₹225 in respect of interest on Government of India 4½ per cent. Rupee Loan, 1879, relating to certificate No. F00010 for ₹10,000 for the half-year ending 15th September. 1890.

A. C. MARSHALL,
Agent.



SUPPLEMENT TO
The Gazette of India.

No. 36.} CALCUTTA, SATURDAY, SEPTEMBER 6, 1890.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JULY 1890.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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RETAIL PRICES FOR THE 1st HALF OF JULY 1890—continued

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			JOWAR OR CHOLAM (Sorghum vulgare).			BAJRA OR CUMBU (Pennisetum typhoides).			MARUA OR RAGI (Eleusine indica).			KANGNI OR ITALIAN MILLET (Setaria italica).			GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).			MAIZE (Zea Mays).			ARHAR, OR TURK, CADIAN PER (Cajanus indicus).			FINNWOOD.			SALT.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, SEPTEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 29th March, 1890.

From the 12th April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 5th April, all Notifications and other matter intended for publication in those Parts, should be addressed to the Officiating Publisher at Simla.

Revised rates from 1st January, 1887.

	Per annum.
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Postage	3 0 0

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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page 2 pice.

By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN.

Publisher, Gazette of India

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATION.

Simla, the 5th September, 1890.

No. 18.—The undermentioned Students of the Calcutta Medical College are admitted into the service as Assistant Surgeons, with effect from the dates specified:—

Kali Prasanna Lahiri,—7th July, 1890.

Bharat Chandra Dhar,—7th July, 1890.

Abinash Chandra Ghosh,—1st August, 1890.

Rojoni Kant Das Gupta,—25th August, 1890.

Trishita Nath Sinha,—25th August, 1890.

W. R. RICE, *M.D.*,

Surgeon-General with the Govt. of India.

No. 1044.—Account of Revenue and Expenditure of the Government of India for the first

N.B.—Amounts are converted into rupee pounds (Rs.) at

	REVENUE.	Estimates, 1890-91.	April 1889 to May 1889.	April 1890 to May 1890.	COMPARISON OF TWO YEARS.	
					Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.	Rs.
I	Land Revenue*	24,562,500	3,979,100	3,920,900	...	58,200
II	Opium	8,203,300	1,431,900	1,273,300	...	158,600
III	Salt	8,233,500	1,695,900	1,764,800	68,900	...
IV	Stamps	4,034,900	684,400	688,600	4,200	...
V	Excise	4,844,500	768,200	787,100	18,900	...
VI	Provincial Rates	3,349,400	632,300	679,100	46,800	...
VII	Customs	1,561,100	288,900	311,600	22,700	...
VIII	Assessed Taxes	1,558,700	185,800	166,500	...	19,300
IX	Forest	1,414,400	143,300	157,900	12,600	...
X	Registration	345,500	58,000	59,600	1,600	...
XI	Tributes from Native States	776,200	115,300	112,800	...	2,500
XII	Interest	700,000	192,500	206,600	14,100	...
XXIII	Post Office	1,386,200	239,000	230,200	...	8,800
XXIV	Telegraph	769,700	84,000	96,700	12,700	...
XV	Mint	244,000	46,200	50,300	4,100	...
XVI	Law and Justice { Courts of Law	341,800	56,900	52,000	...	4,900
		Jails	289,300	28,900	23,600	5,300
XVII	Police	358,100	53,900	50,000	...	3,900
XXVIII	Marine	192,400	22,800	19,600	...	3,200
XXIX	Education	204,400	26,700	24,900	...	1,800
XX	Medical	57,700	5,800	7,200	1,400	...
XXI	Scientific and other Minor Departments	73,600	6,300	6,500	200	...
XXII	Receipts in aid of Superannuation, &c.	219,800	24,500	24,300	...	200
XXIII	Stationery and Printing	72,800	10,100	10,100	...	...
XXIV	Exchange	443,500	...	...	...	...
XXV	Miscellaneous	360,200	59,300	36,700	...	22,600
		64,597,500	10,842,000	10,760,900	...	81,100
XXVI	State Railways (Gross Receipts)	13,777,000	2,373,300	2,286,700	...	86,600
XXVII	Guaranteed Companies (Net Traffic Receipts)	3,342,000	1,168,600	1,156,700	...	11,900
XXVIII	Subsidized Companies (Repayment of Advances of Interest)	32,100	6,200	4,300	...	1,900
XXIX	Irrigation Major Works: Direct Receipts	1,173,900	93,500	102,700	9,200	...
XXX	Irrigation Minor Works and Navigation	173,000	20,200	21,500	1,300	...
XXXI	Military Works	38,000	4,700	3,700	...	1,000
XXXII	Civil Works	516,600	72,500	70,000	...	2,500
XXXIII	Army: Effective	865,200	123,900	127,200	3,300	...
	Non-effective	60,800	5,500	6,100	600	...
		84,376,100	14,710,400	14,539,800	...	170,600
	England, including Army, Public Works, &c.	245,500	44,200	58,000	13,800	...
	Exchange added to Revenue	110,500	21,200	21,300	100	...
	GRAND TOTAL	84,932,100	14,775,800	14,619,100	...	156,700

* Includes Land Revenue due to Irrigation, which cannot be separated in the Monthly Accounts.

two months of the year 1890-91, as compared with the corresponding period of 1889-90.

Rs to the pound, omitting all amounts below hundreds of pounds.

	EXPENDITURE.	Estimates, 1890-91.	April 1889 to May 1889.	April 1890 to May 1890.	COMPARISON OF TWO YEARS.	
					Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	Refunds and Drawbacks	219,600	32,200	32,200	...	...
2	Assignments and Compensations	1,513,000	270,000	262,300	...	7,700
3	Land Revenue	3,712,200	544,100	563,600	19,500	...
4	Opium (including Cost of Production)	2,303,900	764,000	1,253,800	489,800	...
5	Salt (do. do. do.)	459,900	71,100	73,600	2,500	...
6	Stamps	85,500	14,200	13,600	...	600
7	Excise	172,500	17,300	19,800	2,500	...
8	Provincial Rates	43,500	8,000	6,900	...	1,100
9	Customs	138,300	22,300	22,000	...	300
10	Assessed Taxes	31,200	4,500	4,400	...	100
11	Forest	844,100	101,000	95,700	...	5,300
12	Registration	194,800	31,200	32,200	1,000	...
13	Interest on Ordinary Debt	4,196,200	1,009,800	1,059,500	49,700	...
14	Do. on other Obligations	455,200	15,800	15,200	...	600
15	Post Office	1,297,100	199,500	201,100	1,600	...
16	Telegraph	586,500	88,600	90,600	2,000	...
17	Mint	98,200	17,000	20,800	3,800	...
18	General Administration	1,417,600	218,800	221,400	2,600	...
19	Law and Justice {Courts of Law	2,756,000	439,600	441,400	800	...
	{Jails	887,900	145,700	161,700	16,000	...
20	Police	3,949,200	611,400	620,600	9,200	...
21	Marine (including River Navigation)	422,900	62,600	64,200	1,600	...
22	Education	1,393,300	174,100	184,400	10,300	...
23	Ecclesiastical	166,800	26,900	27,400	500	...
24	Medical	800,200	123,500	126,600	3,100	...
25	Political	697,300	96,400	141,700	45,300	...
26	Scientific and other Minor Departments	469,400	81,800	89,300	7,500	...
27	Territorial and Political Pensions	511,100	85,600	88,500	2,900	...
28	Civil Furlough and Absence Allowances	1,600	600	...	...	600
29	Superannuation Allowances and Pensions	799,100	120,600	130,100	9,500	...
30	Stationery and Printing	538,100	70,200	69,800	...	400
32	Miscellaneous	263,400	41,400	39,900	...	1,500
33	Famine Relief	10,500	6,100	10,400	4,300	...
35	Construction of Protective Irrigation Works	65,000	11,300	12,500	1,200	...
36	Reduction of Debt	524,500	...	...	...	...
		32,058,600	5,527,200	6,196,200	669,000	...
37	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	4,800	1,800	100	...	1,700
38	State Railways (Working Expenses)	7,096,000	1,136,900	1,015,100	...	121,800
	Interest on Capital deposited by Companies	19,400	1,300	...	...	1,300
39	Guaranteed Companies (Surplus Profits, Land and Supervision)	569,000	25,100	21,000	...	4,100
	Interest	8,600	...	...	...	...
40	Subsidized Companies (Land, &c.)	32,000	1,500	4,100	2,600	...
41	Miscellaneous Railway Expenditure	111,300	15,300	22,300	7,000	...
42	Irrigation Major Works (Working Expenses)	728,800	97,700	112,100	14,400	...
43	Irrigation Minor Works and Navigation	922,800	118,900	106,600	...	12,300
44	Military Works	1,126,200	91,400	120,800	29,400	...
45	Civil Works	4,406,400	465,800	468,300	2,500	...
46	Army: Effective	13,911,500	2,152,800	2,270,300	123,500	...
	Non-effective	894,500	210,400	227,100	16,700	...
47	Special Defence Works	425,800	55,300	34,700	...	20,600
		62,335,700	9,901,400	10,604,700	703,300	...
	England, including Army, Public Works, Guaranteed Interest, &c.	15,919,900	2,679,000	2,746,400	67,400	...
	Exchange charged as Expenditure	7,163,900	1,283,800	1,007,000	...	276,800
		85,419,400	13,864,200	14,358,100	493,900	...
	Expenditure not charged to Revenue—					
	Capital Outlay on Railways and Irrigation Works—					
	In India—					
48	State Railways	1,960,200	239,700	217,800	...	12,900
49	Irrigation Works	545,900	43,700	53,700	10,000	...
	In England—					
48	State Railways	855,000	202,300	141,800	...	60,500
49	Irrigation Works	2,800	300	700	400	...
50	Capital Charge involved in Redemption of Liabilities	4,695,000	...	...	...	...
	Exchange on Expenditure not charged to Revenue	386,100	97,100	52,200	...	44,900
		8,445,000	574,100	466,200	...	107,900
	GRAND TOTAL	93,864,400	14,438,300	14,824,300	386,000	...

* Includes Interest on Debt incurred for Productive Public Works, which cannot be separated in the Monthly Accounts.

R. N. RAY,
Offg. Deputy Comptroller-General.

STEPHEN JACOB,
Offg. Comptroller-General.

Statement of the Affairs of the Bank of Bengal for the week ending 16th September, 1890.

LIABILITIES.			ASSETS.		
	R	a. p.		R	a. p.
Capital paid up	2,00,00,000	0 0	Government Securities	1,28,99,720	0 0
Reserve Fund	47,00,000	0 0	Other authorized Investments	77,08,978	4 0
Public Deposits at Head Office . 90,23,619	12	5	Loans on Government and other authorized Securities	75,91,265	15 11
Public Deposits at Branches . 1,15,87,172	12	2	Accounts of Credit on Government and other authorized Securities	53,85,754	10 11
Other Deposits at Head Office and Branches	5,07,85,242	14 5	Bills discounted and purchased	1,17,34,732	6 10
Bank Post Bills, &c.	8,15,518	13 10	Balances with other Banks	4,05,810	1 5
Sundries	27,27,995	6 10	Bullion	2,709	0 0
			Dead Stock	12,17,759	15 3
			Stamps	10,106	15 0
			Sundries	11,51,804	2 8
				4,81,08,641	8 0
			Cash and Cur- rency Notes at Head Office . 2,79,93,168	12	2
			Cash and Cur- rency Notes at Branches . 2,35,37,739	7	6
				5,15,30,908	3 8
RUPES	9,96,39,549	11 8	RUPES	9,96,39,549	11 8

BANK OF BENGL,
Calcutta, the 18th September, 1890.

F. T. LEWIS,
Offg. Chief Accountant.

By Order of the Directors,
W. WESTLAND,
Offg. Secretary & Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 68·7.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 17th September, 1890.

	R	R
Value of silver held in the Mint on account of the Currency De- partment on the evening of the 10th September, 1890	18,37,608	
Value of Government silver in the Mint on the same date	25,94,746	
ADD— Silver received by the Mint during the week on account of the Currency Department Ditto ditto Government	14,81,117 ...	44,32,354 14,81,117
DEDUCT— New coin paid to Reserve Treasury during the week	4,98,000	59,13,471
Petty items issued for miscella- neous purposes . . . . .	...	4,98,000
Balance on the evening of the 17th September, 1890 . . . . .	...	54,15,471
The Balance comprises— Silver held on account of the Currency Department	24,40,631 29,74,840	54,15,471
Ditto ditto Government . . . . .	...
There is in addition awaiting assay— Bullion belonging to Private Individuals	22,47,263 ...	22,47,263
Ditto ditto Government . . . . .	...

A. W. BAIRD, Lieut.-Colonel, R.E.,
Master of the Mint.
CALCUTTA MINT,
The 18th September, 1890.

CURRENCY NOTES.

The following Currency Notes are stated to have been destroyed, and payment of their value has been claimed by the persons whose names are placed against the numbers; any other person claiming a right to them is warned to communicate at once with the undersigned:—

Calcutta Circle.

Regt. No. 1890.	No. of Notes.	Value.	Name of Claimant.
W168	U 58—43231	100	Moula Bakhsh and Abdur
	" —43232	100	Rasheed, Merchants, Moradabad.

H. KEENE,
Asst. Comptroller Genl.,
in charge, Paper Currency.

CALCUTTA,
The 19th September, 1890.

ORDERS BY THE VICE-CHANCELLOR
AND SYNDICATE OF THE
CALCUTTA UNIVERSITY.

Within six months from the date of publication of the results of any examination, any person, on payment of a fee of two rupees, may obtain from the Registrar a copy of an extract from the Roll-book of the University, showing the number of marks obtained in each subject by any candidate at that examination.

Applications for copies of marks must have the word "Marks" written on the outside of the envelope, and the roll number of the candidate must be given.

A. M. NASH,
Offg. Registrar.

SENATE HOUSE,
The 12th September, 1890.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The undermentioned Candidates have passed the Examination for the Degree of Bachelor in Engineering :—

SECOND DIVISION.

In Order of Merit.

1. Kshiródchandra Mukhopadhyay . . . Civil Engrg. College.
2. Haridas Gangopadhyay . . . Ditto.
3. Po Thoung . . . Ditto.
4. J. B. Godfrey . . . Ditto.

The undermentioned Candidates have passed the Examination for a License in Engineering :—

FIRST DIVISION.

1. F. F. Bion . . . Civil Engrg. College.

SECOND DIVISION.

In Order of Merit.

1. Mahendranath Datta . . . Civil Engrg. College.
2. Abdul Rahman . . . Ditto.
3. Bankimkrishna Ghosh . . . Ditto.
4. Jadunath Das . . . Ditto.
5. Nagendranath Mitra . . . Ditto.
6. Trailokyanath Majumdar . . . Ditto.

A. M. NASH,
Offg. Registrar.

SENATE HOUSE,
The 17th September, 1890.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The Honours in Law Examination for 1891 will be held on Monday, the 22nd March, and following days.

A. M. NASH,
Offg. Registrar.

SENATE HOUSE,
The 20th September, 1890.

SURVEY OF INDIA.

NOTIFICATIONS.

Calcutta, the 18th September, 1890.

No. 805.—Colonel R. Beavan, S. C., Deputy Superintendent, 3rd grade, is granted privilege leave for 1 month and 25 days, under Article 291 of the Civil Service Regulations, with effect from the 21st instant.

No. 806.—Colonel A. Pullan, S. C., Officiating Deputy Superintendent, 1st grade, is granted privilege leave for 3 months, under Article 291 of the Civil Service Regulations, with effect from 12th September, 1890.

H. R. THUILLIER, Colonel, R.E.,
Surveyor-General of India.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Simla, the 11th September, 1890.

No. 13.—Offices reported opened and closed during the month of August, 1890 :—

Name of Office.	Where situated.	Date.	REMARKS.
<i>Government Telegraph Offices.</i>			
		1890.	
Binagaon . . .	Central India . . .	1st Aug.	Opened.
Katlicherra . . .	Assam . . .	10th "	Ditto.
Gharrial . . .	Punjab . . .	14th "	Ditto.
Pilibhit . . .	N.-W. Provinces . . .	15th "	Ditto.
Tsenbo . . .	Burma . . .	31st "	Closed.
Ichapur . . .	Bengal . . .	31st July	Opened (not reported earlier).
<i>Railway Telegraph Offices.</i>			
		1890.	
Choki . . .	Bhavnagar-Gondal-Junagad- Porbandar State Ry.	6th Aug.	Re-opened.
Dhupdhal . . .	Southern Mah- ratta Ry.	18th "	Opened.
Kondacapillai . . .	Bellary-Kistna State Ry.	1st July	Closed (not reported earlier).

C. H. REYNOLDS,

*Director, Traffic Branch,
for Director General of Telegraphs.*

AGENT TO THE GOVERNOR- GENERAL AND CHIEF COMMISSIONER, BRITISH BALUCHISTAN, P. W. D.

NOTIFICATION.

Quetta, the 13th September, 1890.

No. 22.—Lieutenant-Colonel A. C. Bigg-Wither, Superintending Engineer, and Secretary to Agent, Governor-General, Baluchistan, Public Works Department, returned from the 3 months' privilege leave, granted to him in this Office Notification No. 15, dated 6th June, 1890, on the afternoon of the 12th September, 1890, and took over charge of his duties from Major J. F. Garwood, Superintending Engineer, Baluchistan Command, M. W., on the forenoon of the 13th idem.

A. C. BIGG-WITHER,
*Secy. to Agent, Governor-General,
& Chief Commr., British Baluchistan, P. W. D.*

AGENT TO THE GOVERNOR- GENERAL, RAJPUTANA.

NOTIFICATION.

Abu, the 13th September, 1890.

No. 3884-G.—It is hereby notified that Colonel A. R. T. McRae, G.L.I., Bombay, Political Superintendent, Hilly Tracts, Meywar, held charge of the Office of 2nd Assistant Resident, Meywar, from the forenoon of the 7th March to the afternoon of the 10th April, 1890, during the absence of Captain E. R. Penrose, on privilege leave.

By Order,

K. D. ERSKINE, Lieut.,
*for First Asst. Agent to the Govr.-Genl.,
Rajputana.*

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATION.

Ahu, the 12th September, 1890.

No. 999—732.—Declaration by the Chief Commissioner under Section 7(1)(c)(IV) of the Ajmere Government Wards Regulation, 1888 :—

The Chief Commissioner is pleased to declare Mir Mehrban Ali, Jagirdar of Jharwasa, and Mir Inaet Ullah Shah, Jagirdar of Dodiana and Dilwari, on their own applications, incapable of managing their estates, and has at their request sanctioned the assumption, till further orders, by the Court of Wards of the superintendence of the said estates. The Dodiana Jagir is already under Government management under Ajmere Regulation IV of 1872.

By Order,

K. D. ERSKINE, *Lieut.*,

*for First Asst. to the Agent to the Govr.-Genl.,
Rajputana, & Chief Commr., Ajmere-Merwara.*

RESIDENT IN MYSORE.

NOTIFICATIONS.

Bangalore, the 9th September, 1890.

No. 2371—3509.—This notification supersedes Notification No. 4193—3838, dated the 13th December, 1888.

Under Section 14 of the Code of Criminal Procedure, the undermentioned gentlemen are appointed to be special Magistrates for the Civil and Military Station of Bangalore :—

Mr. B. Sreeni- vasa Iyengar.	} <i>Chairmen.</i>	Mr. Essac Cassim Sait.
" M. Ganesh Singh,		" V. Gungathara Chetty.
" H. Soob Rao.		" Hajee Ismail Sait.
" Aga Ab- doollah.		" B Lingiah
" A. Coomarasawmy Moodeliar.		" A. Maigandadava Moodeliar.
" M Drummond		" N. Meera Saib.
		" A. Narrainsawmy Moodeliar
		" F. B Pedroza
		" M. Venkatsawmy

2. These Magistrates shall sit as a Bench with the powers of a Magistrate of the second class to try all offences under the Indian Penal Code which such a Magistrate can try, offences against the Municipal Regulations and Bye-laws, the penalty for which does not exceed Rs. 50, and offences falling under section 34 of the Police Act V of 1861.

3. Under the provisions of section 261 of the Code of Criminal Procedure the said Bench is invested with power to try summarily all or any of the offences described in that section.

4. Under the provisions of section 191 of the Criminal Procedure Code, the said Bench is empowered to take cognizance, under clauses (a) and (b) thereof, of offences against the Municipal Regulations and Bye-laws, the penalty for which does not exceed Rs. 50, and offences against section 34 of the Police Act V of 1861.

5. Under the provisions of section 265 of the said Code, the said Bench is further empowered to prepare the record of cases tried summarily by them by means of any clerk who may be deputed by the Magistrate of the District to perform such duty.

No. 2972—3509.—Under Section 16 of the Code of Criminal Procedure and in supersession of Notification No. 3208—3838, dated 24th September, 1888, the Resident in Mysore issues the following rules for the guidance of the Bench of Magistrates constituted under Notification No. 2971—3509, dated 9th September, 1890 :—

1. The Bench shall sit on three days in the week, *vis.*, on Monday, Wednesday and Friday, at such time as the District Magistrate may fix. The sitting shall be held in such public place as the District Magistrate may appoint.

2. The following special Magistrates—

- | | |
|---------------------------------|--------------------|
| 1 Mr. B. Sreenivasa
Iyengar, | 3 Mr. H. Soob Rao, |
| 2 Mr. M. Genesh Sing, | 4 Mr. Aga Abdulla, |

shall be the chairmen of the Bench, and each chairman shall preside in rotation at the Bench meetings. The Bench shall not consist of more than four members (including the Chairman) at a time, and the chairman with one other special Magistrate shall form a quorum. The special Magistrates will sit in the rotation arranged by the District Magistrate.

3. The Bench may hold one or more adjourned sittings if this be found necessary for the disposal of business or part heard cases. Provided that if any case is adjourned and the members at the the adjourned Sessions are not the same as sat at the first hearing of the case, the provisions of Section 350 of the Criminal Procedure Code will be held to apply to the case.

4. The Chairman shall conduct the proceedings of the Court, and shall exercise all the functions in that behalf usually exercised by a Magistrate when sitting alone. He shall decide upon the admissibility of evidence and maintain order in the Court; but it shall be open to any member of the Bench to put any question to the parties or witnesses, either direct or through the Chairman, as the latter may deem advisable, and to suggest any matter for the Chairman's consideration.

5. In the trial of ordinary cases the Chairman shall generally record the evidence and judgment, but such duty may, with his consent, be performed by any one of his colleagues.

In the trial of summary cases, where the Bench has been invested with summary powers, the necessary record shall be prepared by the Chairman or one of his colleagues, or by means of the clerk of the Court, but in every case the record must be signed by each member of the Bench who is present.

6. Each member of the Bench shall have a voice in the finding and sentence, which shall be signed by the Chairman and by the members present.

In regard to the finding, when the number of members is uneven, the opinion of the majority shall prevail; when the number is even, and the members are equally divided, the accused shall get the benefit of the doubt.

In regard to the sentence, the opinion of the majority shall prevail; when the members are equally divided, the Chairman shall have the casting vote: when the opinions of members are all different (as in a full Bench of three members), the opinion of the Chairman shall prevail.

7. The District Magistrate may make over to the Bench for trial such cases, as he thinks fit, in which the accused persons are charged with offences under the Indian Penal Code.

8. No Bench shall take cognizance of any offence committed by any European British subject or Government officials other than menial servants. Any such case shall be forwarded to the District Magistrate for disposal.

By Order,
L. S. NEWMARCH,
Assistant to the Resident.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 10th September, 1890.

No. 34-A.—Captain E. C. Stanton, R.E., Executive Engineer, held charge of the Umballa Division, Military Works, in addition to his own duties as Executive Engineer of the Jullundur Division, Military Works, from the afternoon of the 13th May to the afternoon of the 18th June, 1890.

No. 35-A.—Lieutenant W. A. Harrison, R.E., Assistant Engineer, is placed in charge of the Office of the Executive Engineer, Jullundur Division, Military Works, with effect from the afternoon of the 23rd August, 1890.

The 12th September, 1890.

No. 37-A.—Lieutenant W. S. Nathan, R.E., Assistant Engineer, is placed in charge of the Office of the Executive Engineer, Sukkur Special Defence Division, in addition to his own duties, with effect from the afternoon of the 12th July, 1890.

No. 38-A.—Lieutenant W. S. Nathan, R.E., Assistant Engineer, 2nd grade, passed the colloquial examination in Hindustani, as laid down in Public Works Department Code, Volume I, Chapter II, paragraph 13, on the 20th August, 1890.

No. 39-A.—Lieutenant W. S. Nathan, R.E., Assistant Engineer, 2nd grade, passed the examination for promotion to Assistant Engineer, 1st grade, as laid down in Public Works Department Code, Volume I, Chapter II, paragraphs 9 to 11, on the 20th August, 1890.

G. E. SANFORD, *Brigdr.-Genl., R.E.,*
Inspector-General of Military Works.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the No. 3, Mountain Battery, Royal Artillery, dated at Jalapahar, this 16th day of September, 1890.

Number, Rank, and Name,
—No. 61512, Gunner
Andrew V. Heron.

Age,—27 years.
Height,—5 feet 8½ inches.
Colour of—

Complexion, fresh (sunburnt); Hair, brown;
Eyes, grey.

Date of Desertion or Absence,—9th September, 1890.

Place of Desertion or Absence,—Jalapahar near Darjeeling.

Date of Enlistment,—20th June, 1887.

At what Place Enlisted,—Liverpool.

Parish and County in which Born,—Isle of Whithorn, Wigtown.

Place of residence for last 12 months before Enlistment,—Not known.

Marks,—Tattooing, anchor, heart and cross, left forearm; star eight points back of right hand. Rings on fingers right and left hand.

Trade,—Seaman. Regimentals, or plain clothes,—Regimentals.

REMARKS,—German extraction. Under 4 years' service.

J. KEITH, *Major, R.A.,*
Comdg. No. 3, Mountain Batty., R.A.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 16th September, 1890.

No. 6824.—Mr. A. Lumsden, Postmaster, Ajmere, is granted privilege leave for three months, under Article 291 of the Civil Service Regulations, from the afternoon of the 1st September, 1890.

Mr. H. Fox, Postmaster, Jeypore, is appointed to officiate, *vice* Mr. A. Lumsden, until further orders.

The 17th September, 1890.

No. 6877.—Mr. H. M. Harcourt, Superintendent of Post Offices, 2nd grade, is granted privilege leave, under Article 291 of the Civil Service Regulations, for one month and twelve days, with effect from the date on which he availed himself of it.

Mr. H. Tulloch, Superintendent of Post Offices, 3rd grade, is appointed to officiate in the 2nd grade, *vice* Mr. Harcourt, until further orders.

Mr. W. R. Monks, Superintendent of Post Offices, 4th grade, is appointed to officiate in the 3rd grade, *vice* Mr. Tulloch, until further orders.

The 18th September, 1890.

No. 6905.—The following revised acting arrangements are sanctioned with effect from 1st August, 1890:—

Lala Girdhari Lal, Superintendent of Post Offices, 3rd grade, is appointed to officiate in the 2nd grade, *vice* Lala Peari Lal on furlough, or until further orders.

Mr. M. C. Byrne, Superintendent of Post Offices, 4th grade, is appointed to officiate in the 3rd grade, *vice* Lala Girdhari Lal, or until further orders.

Mr. W. F. Cockell, Superintendent of Post Offices, 3rd grade, is appointed to officiate in the 2nd grade, *vice* Lala Shumbhoo Nath on furlough, or until further orders.

Mr. A. R. Ammon, Superintendent of Post Offices, 4th grade, is appointed to officiate in the 3rd grade, *vice* Mr. Cockell, or until further orders.

Mr. E. R. Kellner, Probationer, North-Western Provinces, is appointed to officiate as a Superintendent of Post Offices, 4th grade, *vice* Mr. Ammon, or until further orders.

Mr. J. Hogan, Superintendent of Post Offices, 4th grade, is appointed to officiate in the 3rd grade, *vice* Mr. H. D. Theobald on furlough, or until further orders.

Pandit Shiva Pal, Examiner, Railway Mail Service, is appointed to officiate as a Superintendent of Post Offices, 4th grade, *vice* Mr. Hogan, or until further orders.

Lala Harkishen Das, Manager, Stock Depot, North-Western Provinces, is appointed to officiate as a Superintendent of Post Offices, 4th grade, until further orders.

Mr. G. E. Rose, Superintendent of Post Offices, 3rd grade, is appointed to officiate in the 2nd grade, *vice* Lala Brijlal on furlough, or until further orders.

Mr. P. Gorman, Superintendent, Railway Mail Service, 4th grade, is appointed to officiate in the 3rd grade, *vice* Mr. Rose, or until further orders.

H. M. KISCH,
Offg. Dir. Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 18th September, 1890.

Bently & Son. Harrington, B. R. Penrose, W.
Buckingham Spinning and Weaving Co. Harris, A. E. Secretary, Art Exhibition.
Grice, W. Manager, Mineral Exposing Co. Young & Co., John.
Hardwicke, E. A. Manager, Oriental Loan Association.

Letters marked "Care of Post Office."

Andrews, S. J. Hanley, Mrs. W. Pietso, R.
Bain, D. M. Hannah, Mrs. M. Player, F.
Bally, Albut. Harrington, Miss. Pullen, C. V.
Bambridge, G. H. Hewitt, F. C. Rebeiro, Miss A. G.
Behin, H. Hoffman, J. W. Robert, P.
Beresford, W. Jackson, G. M. Roberts, C.
Berlinsky, Leon. Kirkman, Dr. Robertson, Wm.
Bernasconi, F. Lazaro, E. T. Ross, A. M.
Berry, Joseph. Lindgren, John. Rowbotham, H. M.
Bird, Charles A. Linfield, Mr. Rutter, Dr. G. H.
Braidwood, L. D. Lyness, Mrs. D. Sarkies, Miss M.
Carbey, J. Malet, Miss. Scott, Charles.
Cock, Mrs. Sarah. Martin, Chas. Shaw, Mrs.
Cumie, G. L. McDermott, Mrs. A. Sibthorpe, Lieutenant.
Denholm, James. Mitchell, Mrs. H. Staab, Henry.
Ehimsohu, T. Morgan, Col. Sterndall, Miss H.
Farrow, Mrs. Murray, Mrs. M. L. Stevenson, W.
Freedman, J. J. Nicktertein, F. Thompson, J.
Gillett, Cecil S. Olsen, Johan. Tucker, Thomas.
Giravegna, Bernardo. Parker, G. F. Twining, T. V.
Good, W. M. Peorpoint, Percy Weissmuller, E.
Gubbay, J. S. Howard. Williams, H.

Registered Letters.

Bernasconi, F. Lazaro, Mrs. C. M. Peraud, Emile.
Braidwood, L. D. McDermott, Mrs. A. Player, John.
Hewett, F. C. Mendis, J. C. Staab, Henry.
Lacey, A. A.

Unclaimed Letters held in the Barrackpore Post Office on the 28th July, 1890.

Barrott, W. Elmore, W. F., Osherman, Fred.,
Brag, E. Mrs. Major.
Corbett, Mr. Hare, D., Mrs. Smith, H.
Courmool, Mrs. Hose, J. W., Esq. Thompson, J., Esq.
Dickson, Mr. McNeil, J., Esq. Wilson, S. H., Mrs.

G. E. WALKER,
Offg. Presidency Postmaster, Calcutta.

The 20th September, 1890.
SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
Egypt, Europe, America, Cape Colonies through United Kingdom.	1890. 24th Sep.	Per P. & O. Str. from Bombay.
Ditto (Book Post and Pattern Packets).	23rd "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China and Japan.	22nd "	Ditto.
Australia, New Zealand and Tasmania.	22nd "	Ditto.
Madras, Pondicherry, Ceylon, Batavia, Singapore and China.	28th "	Per French Str. <i>Niemen</i> .
Colombo	24th "	Per P. & O. Str. <i>Ravenna</i> .
Straits, China and Japan	22nd "	Per Steamer <i>Kutzang</i> .
Rangoon and Moulmein	23rd "	Per Steamer <i>Palitana</i> .
Ditto ditto	26th "	Per Steamer <i>Putiala</i> .
Akyab, Kyaukpau, Sandoway and Rangoon.	24th "	Per Steamer <i>Pachnmba</i> .
Port Blair	25th "	Per Steamer <i>Kohinur</i> .
Colombo and Mauritius	23th "	Per Steamer <i>Mombassa</i> .

N.B.—The letter-box for inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

G. E. WALKER,
Offg. Presidency Postmaster, Calcutta.

GOVERNMENT CINCHONA FEBRIFUGE.

This preparation is an efficient substitute for quinine, and can be purchased by Government officers for public and charitable purposes, and by any one taking *twenty pounds* at a time, from the Superintendent, Botanical Garden, Calcutta, *for cash only*, at the following rates—per four-ounce tin, *Rs 3-14*; per eight-ounce tin, *Rs 7-4*; per pound tin, *Rs 14*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only*, at the under-noted rates—per four-ounce tin, *Rs 4-14*; per eight-ounce tin, *Rs 9-4*; per pound tin, *Rs 17-8*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

گورنمنٹ سکونا فبري فوج

یہ دوا کوئینائیں کا عمدہ بدلہ ہی اور کلکتہ کے پوتالک کارڈس یعنی کمپنی باغ کے سوپرٹنڈنٹ صاحب سے ہر ایک ملازم سرکاری واسطے سرکاری کام اور خیرات کے اور جو کوئی ایک سفد ایس پونڈ خرید کرنے والا ہو وہ نقد خرید کرنے کی عطا ہو پتے کے لکھ ہوئے بھاڑ سے خرید کر سکتا ہی یعنی — چار اونس کے ٹیس کے ٹیس (دوہی چودہ آنے) ; آٹھ اونس کے ٹیس کے صاف دوہی چار آنے ; ایک پونڈ کے ٹیس کے چودہ دوہی اور موام الناس پوتالک کارڈس یعنی کمپنی باغ کے سوپرٹنڈنٹ صاحب سے بقیہ نقد نیچے کے لکھ ہوئے بھاڑ سے خرید کر سکتے ہوں یعنی — چار اونس کے ٹیس کے چار دوہی چودہ آنے ; آٹھ اونس کے ٹیس کے نو دوہی چار آنے ; ایک پونڈ کے ٹیس کے سترا دوہی آٹھ آنے

یہ دوا کلکتہ کے بڑے بڑے دلائی اور دیسی دوا خانوں سے بکتی ہی ماسوائے قیمت مذکورہ بالا کے محصول ڈاک چار الاونس ٹیس کے چار آنے ; اور آٹھ اونس کے ٹیس کے آٹھ آنے و در ایک پونڈ کے ٹیس کے بارہ آنے

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JOHN ELIOT,

*Meteorological Reporter to the
Government of India.***THE INDIAN LAW REPORTS.**

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Vol. XXXV. Purneah.

Vol. XXXVI. Maldah.

Vol. XXXVII. Sonthal Pergunnahs.

Vol. XXXVIII. Cuttack

Vol. XXXIX. Balasore

Vol. XL. Pource.

Vol. XLI. Hazaribagh.

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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, SEPTEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

PROMISSORY NOTES.

Lost.

The Government Promissory Note No. A027214 of the reduced 4 per cent. loan of 1879, for Rs.1,000 only, originally standing in the name of Bank of Bengal, and last endorsed to Gopal Chandra Goopta, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest and for the issue of duplicates in favour of the proprietor after two years from date of last advertisement.

GOPAL CHANDRA GOOPTA,
7, Goopto's Lane,
Calcutta.

Stolen.

The Government Promissory Notes, Nos. 131311 of 1842-43, for Rs.1,000, 131313 and 131314 of 1842-43 for Rs.500 each, 189684, 190072, 190073, and 226942 of 1865, for Rs.1,000 each, all of 4 per cent., originally standing in the name of the Bank of Bengal, and last endorsed to Hara Dhon Nag, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of duplicates in favour of the proprietor.

HARA DHON NAG,
C. H. Assistant, Barisa Dispensary.



SUPPLEMENT TO
The Gazette of India.

No. 38.1 CALCUTTA, SATURDAY, SEPTEMBER 20, 1890

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhaleum).		MARUA OR RAGI (Eleusine coracana).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNDAGA (Cicer arifinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Burma—																										
<i>Tenasserim—</i>																										
Mergui . . . . .	...	...	...	...	9 3	9 3	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy . . . . .	...	...	...	...	11 13	11 4	13 4	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	220 0	220 0	20 3	20 3
<i>Pegu (deltaic)—</i>																										
Baga . . . . .	...	...	...	...	9 7	9 13	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143 0	143 0	14 3	14 3
Bago . . . . .	...	...	...	...	9 4	10 3	12 3	12 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 3	14 3
Thongwa . . . . .	...	...	...	...	11 11	10 8	12 5	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassien . . . . .	...	...	...	...	11 11	11 8	16 6	14 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	216 11	203 0	15 4	14 6
<i>Pegu (inland)—</i>																										
Shwegyin . . . . .	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawaddy . . . . .	...	...	...	...	11 7	11 7	13 4	13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	480 8	480 8	16 2	16 2
Hennada . . . . .	...	...	...	...	10 5	10 6	13 0	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	16 2	16 2
Prome . . . . .	...	...	...	...	10 5	10 6	13 15	13 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	193 3	193 3	16 2	16 2
Toungoo . . . . .	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 0	326 0	14 3	14 3
Thayetmyo . . . . .	...	...	...	...	10 12	10 12	13 13	13 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	356 0	356 0	11 9	11 9
<i>Upper Burma—</i>																										
Mandalay	10 0	10 5	...	...	10 5	9 8	11 10	10 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60 0	65 0	16 0	16 14
<i>Arakan—</i>																										
Saundway . . . . .	...	...	...	...	20 9	21 9	27 0	28 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 0	12 0
Kyaukpyn . . . . .	...	...	...	...	16 9	15 14	18 1	17 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	333 0	333 0	13 8	13 8
Akyab . . . . .	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	11 0	11 0
Assam—																										
<i>Surma—</i>																										
Silhet	13 4	11 8	...	...	10 10	11 8	12 4	13 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	8 12	9 4	...	...	8 0	10 8	10 0	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 8	9 6
Khasi and Jaintia Hills . . . . .	...	...	...	...	6 8	6 0	8 0	7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	7 0	7 0
Garo Hills . . . . .	...	...	...	...	6 0	6 0	10 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	7 0	7 0
<i>Assam proper—</i>																										
Goalpara	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 0	9 0
Kamrup	10 0	10 0	...	...	7 0	7 0	12 8	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	9 0	9 0
Darrang	7 0	7 0	...	...	10 8	10 8	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0
Naga . . . . .	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	9 0	9 0
Shangha . . . . .	...	...	...	...	6 0	6 0	13 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	12 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	9 0	9 0

Bengal—		Eastern Hill Tracts—		Chittagong Hill Tracts		Nilgiri		Naga Hills		Eastern—		Backergunge		Chittagong		Dacca		Mysore		Delhi—		Kashmir		24-Pergunnahs		Midnapore		Howrah		Calcutta		Hooghly		Nudda (Kishanpur)		Kashmir		Ferozepore		Central—		Bancoora		Bardwan		Beerbhoom		Moorsheadabad		Sonthal Pergunnahs		Fubna		Bogra		Rajshahye		Malda		Northern—		Rangpore		Dumkane		Darjeeling		Orissa—		Pooner		Cuttack		Balasore		Chota-Nagpur—		Singhbhoom		Manbhoom		Lohardugga		Hasaribagh																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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• Khesari, husked.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.				BARLEY.				RICE, BEST SORT.				RICE, COMMON.				JOWAR OR CHOLU (Sorghum vulgare).				BAJRA OR CUMBU (Pennisetum typhoides).				MARUA OR RAGI (Eleusine coracana).				KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).				GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arretinum).				MAIZE (Zea Mays).				ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).				FIRWOOD.				SALT.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.	Present fortnight.	Past fortnight.	S. Ch.	S. Ch.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Bengal—continued.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Bihar, south—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Monghyr	17 13	18 6	21 0	23 1	11 8	13 2	14 11	15 12

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eriosema cana</i>).		KANGRI OR KAKUN, ITALIAN MILLET (<i>Sesaria italica</i>).		GRAM, CHOLLA, KADALAY OR SUNAGA (<i>Cicer aridinum</i>).		MAIZE (<i>Zea Mays</i>).		ABHAR, OR THUR, CADIAN PEA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—																										
<i>Southern—</i>																										
Faisal	18 0	17 0	24 0	22 0	...	...	10 0	9 0	23 0	21 0	22 0	21 0	...	...	...	...	26 0	23 0	20 0	19 0	...	...	120 0	11 0	11 0	11 0
Ferozepore	20 0	19 0	30 0	28 0	...	...	10 0	10 0	24 0	22 0	22 0	20 0	...	...	...	...	27 0	26 0	22 0	21 0	...	...	100 0	13 4	13 4	13 4
Montgomery	18 0	17 0	25 0	24 0	...	...	10 0	12 0	16 0	16 0	16 0	16 0	...	...	...	...	23 0	23 0	16 0	16 0	...	...	250 0	12 0	12 0	12 0
<i>Central—</i>																										
Gurgaon	17 0	17 0	21 0	21 0	...	...	10 0	10 0	20 0	19 0	20 0	19 0	...	...	...	...	21 0	21 0	20 0	19 0	...	...	130 0	11 0	11 0	11 0
Delhi	17 0	16 0	22 0	21 0	...	...	13 0	13 0	20 0	17 0	18 0	17 0	...	...	...	...	20 0	20 0	15 0	16 0	...	...	80 0	11 0	11 0	11 0
Rohtak	17 0	17 0	20 0	21 0	...	...	10 0	10 0	18 0	17 0	17 0	17 0	...	...	...	...	23 0	23 0	16 0	16 0	...	...	120 0	10 0	10 0	10 0
Karnal	18 0	17 0	24 0	24 0	...	...	11 0	11 0	22 0	22 0	16 0	16 0	...	...	...	...	22 0	22 0	24 0	24 0	...	...	160 0	9 8	9 8	9 8
Lahore	19 0	8 0	27 0	25 0	...	...	11 0	11 0	24 0	24 0	19 0	18 0	...	...	...	...	24 0	23 0	23 0	23 0	...	...	85 0	12 0	12 0	12 0
<i>Sub-montane—</i>																										
Umballa	19 0	20 0	24 0	23 0	...	...	12 0	11 0	26 0	26 0	18 0	18 0	...	...	...	...	24 0	24 0	23 0	23 0	...	...	130 0	13 0	13 0	12 0
Ludhiana	20 0	20 0	26 0	26 0	...	...	12 0	12 0	26 0	26 0	22 0	22 0	...	...	...	...	20 0	20 0	27 0	27 0	...	...	110 0	12 0	12 0	12 0
Jalandhar	21 0	20 0	30 0	30 0	...	...	8 0	8 0	22 0	22 0	22 0	22 0	...	...	...	...	24 0	23 0	28 0	28 0	...	...	100 0	12 8	12 8	12 8
Hoshiarpur	20 0	20 0	28 0	28 0	...	...	10 0	10 0	27 0	23 0	20 0	20 0	...	...	...	...	19 0	22 0	25 0	24 0	...	...	104 0	13 0	13 0	13 0
Gurdaspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	24 0	24 0	14 0	14 0	...	...	...	...	22 0	22 0	22 0	22 0	...	...	120 0	12 0	12 0	12 0
Amritsar	20 0	20 0	26 0	26 0	...	...	11 0	11 0	22 0	22 0	16 0	16 0	...	...	...	...	19 0	24 0	24 0	19 0	...	...	90 0	13 0	13 0	13 0
<i>Hills—</i>																										
Simla	12 0	12 0	15 0	15 0	...	...	8 0	8 0	13 0	13 0	14 0	14 0	...	...	...	...	14 0	14 0	13 0	18 0	...	...	65 0	8 8	8 8	8 8
Kangra	16 0	16 0	23 0	23 0	...	...	12 0	12 0	13 0	13 0	10 0	10 0	...	...	...	...	16 0	16 0	18 0	18 0	...	...	100 0	10 0	10 0	10 0
<i>North-western—</i>																										
Sialkot	18 0	18 0	29 0	28 0	...	...	13 0	13 0	28 0	27 0	20 0	20 0	...	...	...	...	23 0	23 0	24 0	25 0	...	...	120 0	14 0	14 0	14 0
Gujranwala	20 0	19 0	27 0	27 0	...	...	14 0	13 0	26 0	26 0	21 0	21 0	...	...	...	...	20 0	20 0	27 0	27 0	...	...	105 0	14 0	14 0	14 0
Gairat	20 0	20 0	30 0	30 0	...	...	11 0	11 0	26 0	26 0	23 0	24 0	...	...	...	...	12 0	23 0	24 0	27 0	...	...	120 0	14 0	14 0	14 0
Bhatnagar	21 0	22 0	30 0	29 0	...	...	13 0	14 0	32 0	23 0	24 0	24 0	...	...	...	...	16 0	22 0	32 0	32 0	...	...	140 0	14 0	14 0	14 0
Bhim	20 0	19 0	33 0	33 0	...	...	9 0	9 0	45 0	40 0	28 0	28 0	...	...	...	...	16 0	22 0	31 0	29 0	...	...	85 0	13 8	13 8	13 8
Haryana	22 0	20 0	38 0	33 0	...	...	10 0	10 0	31 0	30 0	24 0	24 0	...	...	...	...	23 0	19 0	33 0	36 0	...	...	100 0	11 0	11 0	11 0
Peshawar	19 0	19 0	35 0	37 0	...	...	10 0	10 0	31 0	30 0	24 0	24 0	...	...	...	...	23 0	19 0	31 0	33 0	...	...	105 0	41 0	41 0	40 0
Kohat	23 0	22 0	33 0	35 0	...	...	15 0	15 0	23 0	23 0	31 0	32 0	...	...	...	...	23 0	22 0	33 0	34 0	...	...	180 0	60 0	60 0	60 0
<i>Western—</i>																										
Shahpur	20 0	20 0	26 0	27 0	...	...	10 0	10 0	25 0	25 0	24 0	24 0	...	...	...	...	16 0	25 0	24 0	25 0	...	...	200 0	13 0	13 0	13 0
Jhang	17 0	17 0	26 0	26 0	...	...	9 0	9 0	16 0	16 0	16 0	16 0	...	...	...	...	18 0	18 0	16 0	14 0	...	...	240 0	12 0	12 0	12 0
Moodian	16 0	16 0	27 0	27 0	...	...	12 0	12 0	24 0	21 0	21 0	21 0	...	...	...	...	20 0	20 0	21 0	21 0	...	...	90 0	13 0	13 0	13 0
Bannu	28 0	28 0	51 0	51 0	...	...	13 0	13 0	55 0	50 0	38 0	38 0	...	...	...	...	8 0	32 0	50 0	51 0	...	...	80 0	40 0	40 0	40 0
D. I. Khan	21 0	21 0	26 0	27 0	...	...	8 0	8 0	28 0	28 0	29 0	29 0	...	...	...	...	14 0	27 0	32 0	32 0	...	...	125 0	42 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	16 0	16 0	14 0	14 0	...	...	...	...	20 0	20 0	20 0	20 0	...	...	110 0	12 0	12 0	12 0
D. G. Khan	17 0	17 0	23 0	23 0	...	...	8 0	8 0	21 0	21 0	24 0	24 0	...	...	...	...	21 0	20 0	20 0	20 0	...	...	125 0	24 0	24 0	24 0
<i>Sind and Beluchistan—</i>																										
Karachi	12 0	12 0	20 0	20 0	...	...	8 0	8 0	17 0	17 0	16 0	16 0	...	...	...	...	16 0	15 0	14 0	14 0	...	...	90 0	13 0	13 0	13 0
Hyderabad (Gidu Raudar)	12 8	12 8	21 8	21 8	...	...	7 8	7 8	19 8	19 8	18 8	18 8	...	...	...	...	15 8	14 8	...	...	...	...	160 0	10 8	10 8	10 8
Thar and Parkar (Umar Kot)	15 8	15 8	...	...	...	...	9 0	9 0	24 0	24 0	14 8	15 0	...	...	...	...	20 0	20 0	...	...	...	...	120 0	12 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	...	...	9 0	9 0	24 0	24 0	20 0	20 0	...	...	...	...	17 6	17 6	...	...	...	...	160 0	12 0	12 0	12 0
Shikarpur	14 0	14 0	19 8	19 8	...	...	7 12	7 12	20 13	22 5	22 5	22 5	...	...	...	...	17 6	17 6	...	...	...	...	155 0	11 6	11 6	11 6
Upper Sind Frontier	13 8	13 8	19 0	19 0	...	...	8 0	8 0	27 0	25 0	23 0	23 0	...	...	...	...	17 4	17 4	...	...	...	...	213 0	11 0	11 0	11 0
Quetha	13 6	13 6	16 0	16 0	...	...	7 8	7 8	18 0	18 0	...	...	...	...	...	...	13 0	13 108	13 8	14 0	...	...	71 0	8 0	8 0	8 0

[illegible]

Firewood is sold by head-loads, cart-loads, and bullock-loads.

Not procurable.

4 Not produced.

Not used

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890—concluded.

DISTRICTS.	QUANTITIES PER RUPEE IN SEER OF 80 TOLAS.																											
	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eleusine indica</i>).		KANGNI OR KAKU, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR THUR, CADIAN PEA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.			
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras— Malabar Coast— Malabar	9 0	9 0	...	...	10 2	10 2	10 8	10 8	...	...	...	...	21 14	21 14	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11	11 11	11 11
S. Canara	8 2	9 2	...	...	11 2	11 2	12 13	12 13	...	...	...	...	21 13	21 13	...	...	...	...	...	...	...	...	126 6	126 6	13 5	13 5	13 5	13 5
South, central— Coimbatore	12 5	11 8	...	...	11 5	11 5	11 13	11 13	13 1	13 1	20 11	19 14	26 3	24 10	...	...	...	...	...	...	...	...	133 11	133 11	12 3	12 3	12 3	12 3
Nilgiris	9 14	9 14	...	...	8 13	8 13	8 13	8 13	20 0	20 0	15 6	15 6	18 11	18 11	...	...	...	...	...	...	...	...	274 3	274 3	9 3	9 3	9 3	9 3
Salem	10 3	10 3	...	...	10 13	11 3	12 13	13 3	22 5	21 6	24 10	24 10	27 6	27 6	...	...	...	...	...	...	...	...	186 10	186 10	13 0	13 0	13 0	13 0
Central— Bellary	15 6	16 5	...	...	12 5	12 5	13 3	13 3	27 13	27 13	23 8	23 8	29 2	29 2	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14	11 14	11 14
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	25 13	22 10	22 10	27 3	31 0	...	...	...	...	...	...	...	...	97 3	97 3	11 5	11 5	11 5	11 5
Cuddapah	12 14	14 5	...	...	11 10	11 10	12 14	12 14	24 8	24 8	24 11	24 11	27 13	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3	12 3	12 3
Kurnool	14 0	13 5	...	...	10 11	10 11	11 2	11 2	25 0	25 0	23 13	23 13	27 13	30 0	...	...	...	...	...	...	...	...	138 14	138 14	11 11	11 11	11 11	11 11
East Coast, north— Ganjam	8 14	8 14	...	...	10 2	10 2	11 5	11 5	24 13	24 13	25 11	25 11	25 5	25 5	...	...	...	...	...	...	...	...	114 3	114 3	11 13	11 13	11 13	11 13
Vizagapatnam	12 0	12 0	...	...	12 14	12 14	15 0	15 0	23 0	23 0	24 14	24 14	29 2	29 2	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0	12 0	12 0
Godavari	11 5	10 13	...	...	11 11	11 11	12 11	12 11	23 3	23 3	23 8	24 6	25 14	26 14	...	...	...	...	...	...	...	...	145 13	145 13	12 10	12 10	12 10	12 10
East Coast, central— Kistna	10 6	10 6	...	...	11 8	11 8	13 3	13 3	18 6	16 14	...	...	26 13	26 13	...	...	...	...	...	...	...	...	145 13	145 13	12 10	12 10	12 10	12 10
Nellore	11 8	11 8	...	...	11 11	11 11	12 11	12 11	23 3	23 3	23 8	24 6	25 14	26 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13	12 13	12 13
East Coast, south— Madras	10 10	10 5	...	...	10 8	10 13	11 0	11 0	18 11	18 8	16 8	16 8	22 11	24 8	...	...	...	...	...	...	...	...	102 2	102 2	13 2	13 2	13 2	13 2
Chingleput	9 6	9 6	...	...	10 11	10 6	11 6	11 6	26 6	23 11	23 14	21 8	27 6	26 0	...	...	...	...	...	...	...	...	122 8	122 8	11 3	11 3	11 3	11 3
N. Arcot	8 10	8 10	...	...	10 6	10 14	11 6	11 6	...	...	19 3	18 8	22 5	20 11	...	...	...	...	...	...	...	...	160 10	160 10	11 5	11 5	11 5	11 5
Tanjore	8 13	8 13	...	...	10 13	10 6	10 6	10 6	...	...	18 14	18 14	19 10	19 10	...	...	...	...	...	...	...	...	209 0	209 0	12 3	12 3	12 3	12 3
Trichinopoly	10 10	10 10	...	...	10 6	10 2	10 14	10 14	17 8	18 3	17 13	16 8	19 11	20 5	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14	12 14	12 14
Southern— Tinnevely	9 3	9 3	...	...	9 8	9 2	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 5	58 5	14 13	14 13	14 13	14 13
Madura	10 2	10 2	...	...	9 11	9 11	10 2	10 2	17 13	16 3	16 3	14 11	20 3	20 3	...	...	...	...	...	...	...	...	140 14	140 14	13 2	13 2	13 2	13 2
Mysore— Mysore	11 0	11 4	...	...	9 0	8 12	10 0	10 0	36 0	32 0	...	...	27 0	26 0	...	...	...	...	...	...	...	...	84 0	84 0	9 0	9 0	9 0	9 0
Bangalore	12 8	12 4	...	...	9 8	8 8	9 8	9 8	18 0	21 8	...	...	28 0	25 0	...	...	...	...	...	...	...	...	72 0	72 0	9 4	9 4	9 4	9 4
Kolar . . . . .	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	32 0	34 0	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0	9 0	9 0
Tamilk.	12 0	12 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...	40 0	32 0	...	...	...	...	...	...	...	...	340 0	340 0	9 0	9 0	9 0	9 0
Hasan . . . . .	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	36 0	36 0	...	...	...	...	...	...	...	...	72 0	72 0	8 0	8 0	8 0	8 0
Kadur	11 0	11 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...	32 0	32 0	...	...	...	...	...	...	...	...	240 0	240 0	6 0	6 0	6 0	6 0
Shimoga	12 10	13 10	...	...	12 10	10 8	14 11	14 11	29 6	25 3	16 13	...	32 9	33 10	...	...	...	...	...	...	...	...	480 0	480 0	8 6	8 6	8 6	8 6
Chitaldroog	14 0	13 0	...	...	11 0	10 0	12 8	12 8	32 0	28 0	24 0	24 0	44 0	40 0	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0	8 0	8 0
Coorg— Coorg	9 0	9 0	...	...	9 0	10 8	11 0	12 0	...	...	...	...	33 0	37 0	...	...	...	...	...	...	...	...	110 0	110 0	8 0	8 0	8 0	8 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	...	...	...	...	...	...	65 5	65 5	32 0	32 0	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS ON THE INUNDATION CANALS IN THE PUNJAB FOR THE RABICROP OF 1889-90, AND COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL IN THE DISTRICTS IRRIGATED BY THOSE CANALS FOR THE YEARS 1888-89 AND 1889-90.

STATEMENT NO. I.
IRRIGATION OPERATIONS OF THE RABI CROP OF 1889-90 ON INUNDATION CANALS.
Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6		7	8	9	10	11	12	13	14	15	16	17	18		19	20	21
					COMPARISON WITH LAST CROP.																	
					AREA IRRIGATED.																	
DISTRICTS.	Area in acres.	Cultivated area in acres.	1889-90.	1888-89.	Increase.	Decrease.	October.		November.		December.		January.		February.		March.		Total.			
							1889.	1888.	1889.	1888.	1889.	1888.	1890.	1889.	1890.	1889.	1889.	1889.	1889-90.	1888-89.		
Lahore	2,334,552	1,164,921	22,544	13,419	9,125	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Montgomery	3,567,750	357,622	40,813	41,179	...	366	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Montgomery (Lower Sohag and Pára Canal)	Given	above	28,477	33,279	...	4,802	Given	above	...	...	...	...	...	...	...	...	...	...	...	...	...
Mooltan	3,763,200	799,360	161,495	(a) 159,145	2,350	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mooltan (Sidhnai Canal)	Given	above	(b) 45,939	(c) 55,150	...	9,191	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muzaffargarh	2,007,819	397,529	159,696	150,455	9,241	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dera Ghazi Khan	2,801,280	1,008,000	61,390	52,961	8,429	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shahpur	3,031,700	585,491	9,443	9,766	...	323	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL INUNDATION CANALS	17,506,301	4,317,923	529,797	515,334	29,145	14,682	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) This is the correct acreage, and differs from that shown in Statement for Rabi Crop of 1888-89.

(b) Includes area dried up, 13,603 acres.

(c) Ditto

Total area irrigated in 1888-89 Acres. 515,334

" " " " " " 529,797

" " " " " " 2,403

NET INCREASE 14,463

LAHORE;
The 23rd July 1890.

F. J. HOME, LIEUT.-COLONEL, R. E.,
Joint Secy. to Government, Punjab, P. W. D.,
Irrigation Branch.

STATEMENT NO. II.
IRRIGATION OPERATIONS OF THE RABI CROP OF 1889-90 ON INUNDATION CANALS.
Statement in Acres of Crops irrigated in Canal Districts.

DESCRIPTION OF CROPS.	Lahore.	Montgomery.	Montgomery (Lower Sohag and Pára Canal).	Mooltan.	Mooltan (Sidhnai Canal).	Muzaffargarh.	Dera Gházi Khan.	Shahpur.	TOTAL.
Wheat	7,893	22,868	22,519	115,261	39,235	115,704	46,009	8,917	378,406
Barley	212	567	214	2,510	1,259	5,475	1,312	102	11,651
Mixed grain	8,278	5,407	1,069	...	...	5,140	2,438	...	22,332
Others	6,161	11,971	4,675	43,724	5,445	33,377	11,631	424	117,408
TOTAL RABI, 1889-90	22,544	40,813	28,477	161,495	45,939	159,696	61,390	9,443	529,797.
TOTAL RABI, 1888-89	13,419	41,179	33,279	159,145	55,130	150,455	52,961	9,766	515,334

LAHORE;
The 23rd July 1890.

F. J. HOME, LIEUT.-COLONEL, R. E.,
Joint Secy. to Government, Punjab, P. W. D.,
Irrigation Branch.

STATEMENT No. III.
IRRIGATION OPERATIONS OF THE RABI CROP OF 1889-90 ON INUNDATION CANALS.
Statement in Acres of Crops irrigated in Canal Divisions.

DESCRIPTION OF CROPS.	Upper Sutlej Canals.	Lower Sohág and Pára Canal.	Lower Sutlej and Chenab Canals.	Sidhnai Canal.	Muzaffargarh Canals.	Indus Canals.	Shahpur Canals.	TOTAL.
Wheat	30,761	22,519	115,261	39,235	115,704	46,009	8,917	378,406
Barley	779	214	2,510	1,259	5,475	1,312	102	11,651
Mixed grain	13,685	1,069	...	...	5,140	2,438	...	22,332
Others	18,132	4,675	43,724	5,445	33,377	11,631	424	117,408
TOTAL RABI, 1889-90 :	63,357	28,477	161,195	45,939	159,696	61,390	9,443	529,797
TOTAL RABI, 1888-89 .	54,598	33,279	159,145	55,130	150,455	52,961	9,766	515,334

LAHORE;
The 23rd July 1890.

F. J. HOME, LIEUT.-COLONEL, R.E.,
Joint Secretary to Government, Punjab, P. W. D.,
Irrigation Branch.

IRRIGATION OPERATIONS, 1889-90.

Comparative Statement of Irrigation and Rainfall for the years 1888-89 and 1889-90 in the districts of the Punjab irrigated by Inundation Canals.

DISTRICTS.	AREA IRRIGATED.										RAINFALL.			
	Population.	Area in acres.	Cultivated area in acres.	KHARIF, 1889-90.		RABI, 1889-90.		WHOLE YEAR, 1889-90.		1888-89.	1889-90.			
				In comparison with 1888-89.		In comparison with 1888-89.		In comparison with 1888-89.						
				Total in acres.	Increase.	Decrease.	Total in acres.	Increase.	Decrease.					
												Total in acres.	Increase.	Decrease.
Lahore	924,106	2,334,552	1,164,921	19,843	1,573	22,544	...	42,387	10,698	...	14'8				15'9
Montgomery	426,529	3,567,750	357,622	64,575	...	40,813	2,311	...	105,388	...	2,677	10'9	4'7	
Montgomery (Lower Sohág and Pára Canal).	Given	above	..	34,746	6,039	28,477	...	4,802	63,223	1,237	...	Given above	...	
Mooltan	551,964	3,763,200	799,360	212,999	22,636	161,495	...	...	374,494	24,986	...	3'7	6'6	
Mooltan (Sidhnai Canal)	Given	above	...	63,143	9,388	45,939	...	9,191	109,082	197	...	4'2	3'0	
Muzaffargarh	338,605	2,007,819	397,529	146,962	7,550	159,696	...	...	306,658	16,831	...	2'1	5'11	
Dera Ghází Khan	363,346	2,801,280	1,008,000	153,154	4,334	61,390	...	...	214,544	12,763	...	7'6	1'58	
Shahpur	421,508	3,031,700	585,491	9,092	...	9,443	1,299	323	18,535	...	1,622	13'9	8'36	
TOTAL INUNDATION CANALS :	3,026,058	17,506,301	4,312,923	704,514	51,560	529,797	3,610	14,682	1,224,311	66,712	4,299	
												+	5'33	...
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Acres.
Area irrigated in 1888-89 : 1,171,898 (as per Revenue Report).
Ditto 1889-90 : 1,234,311

NET INCREASE : 62,413

The decrease in the rabi area on the Lower Sohag and Pira Canal is due to larger proportion of remissions granted on grass irrigated area. The decrease in the rabi area on the Sidhnai Canal is due to the irrigators having sown more kharif and less rabi crops. The increase on Mooltan, Muzaffargarh and Dera Ghazi Khan Canals is due to the favourable condition of the rivers.

LAHORE :

The 24th July 1890.

F. J. HOME, LIEUT. COLONEL, R.E.,
Joint Secy. to Govt., Punjab, P. W. D.,
Irrigation Branch.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first five months of the official year 1890-91, and of the nineteen preceding years.
(IN THOUSANDS OF RUPEES.)

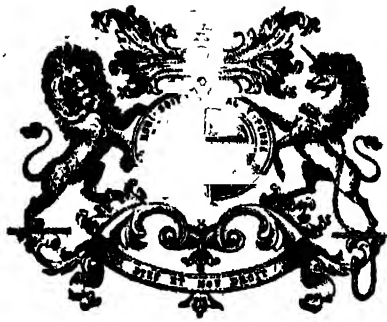
YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.				YEAR.
	On Imports of Liquors	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors	On other Imports.	On Exports.	Total Revenue.	
1871-72	4.48	28.91	8.31	42.20	3.47	14.29	1.58	19.34	49	37	54	1.40	1.45	5.22	6.30	12.97	69	1.70	8.54	10.93	10.93	10.93	10.93	10.93	1871-72
1872-73	5.66	28.14	9.93	42.83	2.23	15.63	1.35	19.21	47	38	89	1.74	1.66	5.03	4.98	11.67	136	1.91	16.41	19.68	19.68	19.68	19.68	19.68	1872-73
1873-74	4.20	28.20	6.75	39.15	2.54	13.97	1.38	17.89	51	25	48	1.24	1.58	5.50	6.35	13.33	137	1.88	13.09	16.34	16.34	16.34	16.34	16.34	1873-74
1874-75	4.96	31.23	5.16	41.35	2.69	16.55	1.49	20.73	53	25	56	1.34	1.45	5.95	5.64	13.04	175	2.70	9.16	13.61	13.61	13.61	13.61	13.61	1874-75
1875-76	5.28	32.25	6.67	44.20	2.78	16.79	3.37	22.94	52	35	85	1.72	1.79	6.11	6.94	14.14	145	1.81	16.41	19.67	19.67	19.67	19.67	19.67	1875-76
1876-77	5.56	25.98	4.83	36.37	3.49	13.64	4.8	17.61	57	25	9	91	2.46	5.56	3.81	11.83	199	2.15	11.82	15.96	15.96	15.96	15.96	15.96	1876-77
1877-78	6.21	32.73	4.94	43.88	3.74	16.84	4.9	21.07	92	30	15	1.37	2.27	3.25	7.3	6.25	2.10	2.24	9.24	13.58	13.58	13.58	13.58	13.58	1877-78
1878-79	5.62	27.50	5.65	38.77	3.49	15.08	8.5	19.42	81	20	10	1.11	2.43	4.14	1.80	8.37	3.21	2.77	11.94	17.92	17.92	17.92	17.92	17.92	1878-79
1879-80	4.88	24.46	3.39	32.73	3.70	12.70	8.0	17.20	121	33	8	1.62	2.20	3.59	2.12	7.91	2.96	2.36	15.59	20.91	20.91	20.91	20.91	20.91	1879-80
1880-81	5.52	23.25	3.93	32.70	3.53	17.23	6.9	21.45	177	42	9	2.28	2.03	4.35	4.16	10.54	2.07	3.02	16.66	21.75	21.75	21.75	21.75	21.75	1880-81
1881-82	5.69	23.43	5.03	35.05	4.25	16.54	6.5	21.44	160	54	13	2.27	2.15	4.29	2.85	9.29	2.90	3.01	20.08	25.99	25.99	25.99	25.99	25.99	1881-82
1882-83	5.99	1	6.25	12.25	4.36	—98*	5.5	3.94	139	3	21	1.63	2.23	1	1.78	4.02	3.48	3	25.34	28.85	28.85	28.85	28.85	28.85	1882-83
1883-84	5.97	4	7.32	13.33	4.47	17	4.5	5.09	150	1	19	1.70	2.19	3	2.40	4.62	3.35	9	18.32	21.76	21.76	21.76	21.76	21.76	1883-84
1884-85	5.07	13	4.27	9.47	4.23	17	71	5.11	164	3	18	1.85	2.00	1	2.79	4.80	3.35	4	12.75	16.14	16.14	16.14	16.14	16.14	1884-85
1885-86	5.45	7	5.22	10.74	4.70	19	34	5.23	174	2	30	2.06	2.62	2	1.31	3.35	2.72	3	21.05	23.80	23.80	23.80	23.80	23.80	1885-86
1886-87	5.41	12	4.25	9.78	4.92	24	48	5.64	187	6	38	2.41	2.56	5	2.27	4.88	3.86	6	16.89	20.81	20.81	20.81	20.81	20.81	1886-87
1887-88	4.78	15	5.29	10.22	5.63	19	69	6.51	207	3	29	2.39	3.73	1	2.03	5.77	4.01	2	18.14	22.17	22.17	22.17	22.17	22.17	1887-88
1888-89	6.02	2.46	6.95	15.43	5.76	1.23	54	7.53	208	60	18	2.86	4.17	33	2.26	6.76	3.82	37	11.95	16.14	16.14	16.14	16.14	16.14	1888-89
1889-90	5.89	3.69	5.36	14.34	6.65	9.5	85	8.48	218	36	23	2.77	4.12	39	2.72	7.23	3.63	1.52	19.93	25.08	25.08	25.08	25.08	25.08	1889-90
1890-91	6.61	3.32	6.03	16.86	7.23	1.98	68	9.69	259	37	34	3.30	4.72	51	1.88	7.11	3.74	20	26.43	30.37	30.37	30.37	30.37	30.37	1890-91

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch)

Calcutta, 15th September 1890.

E. J. SINKINSON,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 4, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 29th March, 1890.

From the 12th April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 5th April, all Notifications and other matter intended for publication in those Parts, should be addressed to the Officiating Publisher at Simla.

Revised rates from 1st January, 1887.

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Applications for the supply of the *Gazette* on the press, should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

COMPTROLLER GENERAL'S OFFICE. THE TREASURY.

NOTICE.

Calcutta, the 1st October, 1890.

Notice is hereby given that the Public Debt Office, the Government Savings Bank, and the Government Account Department at the Bank of Bengal will be open for the transaction of business, and for the receipt and payment of money on Government account, on the following days during the Durga Puja holidays:—

18th, 24th, 25th, and 29th October, 1890.

The Paper Currency Office at Calcutta and the Comptroller General's Office will also be open on the above dates.

STEPHEN JACOB,

Offg. Comptroller General.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATIONS.

Simla, the 17th September, 1890.

No. 19.—The services of the undermentioned Hospital Assistants of the North-Western Provinces and Oudh Provincial Establishment are permanently placed at the disposal of the Chief Commissioner, Burma:—

2nd grade Bhagwan Prashad.

2nd grade Muhammad Nazir-ud-din.

3rd grade Tajammul Husain.

No. 20.—The services of 3rd grade Hospital Assistant Wazir Singh, of the Punjab Provincial Establishment, are permanently placed at the disposal of the Chief Commissioner, Burma.

No. 21.—The services of 3rd grade Hospital Assistant No. 440, Shaikh Abdul Aziz, of the Bengal Military Establishment, are permanently placed at the disposal of the Chief Commissioner, Burma.

W. R. RICE, *M.D.*,

Surgeon-General with the Govt. of India.

SURVEY OF INDIA DEPARTMENT— REVENUE BRANCH.

NOTIFICATION.

Calcutta, the 30th September, 1890.

No. 6.—Mr. R. R. Dickinson, Assistant Surveyor, 1st grade, is granted privilege leave for three months, from afternoon of the 26th September, 1890, under Article 291 of the Civil Service Regulations.

CHAS. STRAHAN, *Lieut.-Col., R.E.*,

Offg. Deputy Surveyor-General,

In charge, Revenue Branch, Survey of India.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Simla, the 25th September, 1890.

No. 14.—The following temporary promotion in the Superior Establishment of the Indian Telegraph Department is sanctioned with effect from the forenoon of the 11th June, 1890:—

Name.	From	To	REMARKS.
W. P. Henderson.	Assistant Superintendent, Class VI, 2nd grade.	Assistant Superintendent, Class V, 2nd grade, temporarily.	Vice Mr. M. R. W. P. Adams, temporarily promoted to Class IV, 3rd grade.

W. R. BROOKE,

Director General of Telegraphs.

AGENT, GOVERNOR-GENERAL, FOR BALUCHISTAN, P. W. D.

NOTIFICATION.

Quetta, the 26th September, 1890.

No. 23.—Mr. G. S. Morley, Executive Engineer, is granted furlough for two years, under Article 340(b) of the Civil Service Regulations, with effect from the 6th October, 1890, or such subsequent date as he may avail himself of it.

A. C. BIGG-WITHER,

*Secy. to Agent, Governor-General,
for Baluchistan, P. W. D.*

AGENT TO THE GOVERNOR- GENERAL, RAJPUTANA.

NOTIFICATION.

Abu, the 22nd September, 1890.

No. 4031-G.—Hospital Assistants Muzhur Hussain and Fukhrul Hussain have been appointed 3rd class Hospital Assistants for Government service, and placed on the Native States Reserve List, from 30th July and 25th August, 1890, respectively.

By Order,

K. D. ERSKINE, *Lieut.*,

*for First Asst. Agent to the Govr.-Genl.,
Rajputana.*

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 22nd September, 1890.

No. 44-A.—The following sub. *pro tem.* promotions are ordered in the Engineer Establishment, with effect from the dates specified:—

Name.	From	To	Date.
Cunningham, Lieutenant-Colonel C., R.E.	E. E. II.	E. E. I.	1st June, 1890.
Henry, Major G., R.E.	E. E. III.	E. E. II.	1st June, 1890.
Hemming, Captain E. H., R.E.	E. E. IV.	E. E. III.	1st June, 1890.
Dixon, Captain P. E., R.E.	E. E. IV.	E. E. IV.	1st June, 1890.

The 29th September, 1890.

No. 45-A.—Lieutenant J. F. H. Carmichael, R.E., Assistant Engineer, 2nd grade, passed the examination for promotion to Assistant Engineer, 1st grade, as laid down in Public Works Department Code, Volume I, Chapter II, paragraphs 9 to 11, on the 12th September, 1890.

G. E. SANFORD, *Brigdr.-Genl., R.E.*,

Director-General of Military Works.

Statement of the Affairs of the Bank of Bengal for the week ending 30th September, 1890.

[illegible]

BANK OF BENGAL,
Calcutta, the 2nd October, 1890.

F. T. LEWIS,
Offg. Chief Accountant.

**Rate for Demand Loans 3 per cent.
Percentage 69'2.**

By Order of the Directors,
W. WESTLAND,
Offg. Secretary & Treasurer.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 1st October, 1890.

	<i>₹</i>	<i>₹</i>
Value of silver held in the Mint on account of the Currency Department on the evening of the 24th September, 1890 . . .	33,45,385	
Value of Government silver in the Mint on the same date . . .	21,84,022	
Add—		55,29,407
Silver received by the Mint during the week on account of the Currency Department	14,80,717	"
Ditto ditto Government	51	14,80,768
Deduct—		
New coin paid to Reserve Treasury during the week .	13,00,000	70,10,175
Petty items issued for miscellaneous purposes . . .	...	13,00,000
Balance on the evening of the 1st October, 1890 . . .	...	<u>57,10,175</u>
The Balance comprises—		
Silver held on account of the Currency Department	39,27,054	
Ditto ditto Government	17,82,221	
		57,10,175
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	33,30,912	
Ditto ditto Government	...	33,30,912

**A. W. BAIRD, Lieut.-Colonel, R.E.,
Master of the Mint.**

CALCUTTA MINT,
The 2nd October, 1890.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATION.

Simla, the 22nd September, 1890.

No. 39.—Mr. F. Wolley-Dod, Executive Engineer, 3rd grade, has been granted, by Her Majesty's Secretary of State for India, furlough for three months, in extension of the leave notified in Director General of Railways' Notification No. 6, dated the 13th February, 1889.

R. A. SARGEANT, *Lieut.-Col., R.E.,*
Offg. Director-General.

REPORTS OF DESERTIONS.

*Report of a Deserter or Absentee without leave,
from the Commissariat Store-keeper General's
Establishment, dated at Madras, this
24th day of September, 1890.*

Number, Rank, and Name, —Commissariat Sergeant, John Corbett.	At what place Enlisted,— Kanturk, County Cork, Ireland.
Age,—28 years 10 months.	Parish and County in which Born,—Bombay, East Indies.
Height,—5 feet 5½ inches.	
Colour of— Complexion, fresh; Hair, light brown; Eyes, grey.	Marks,—None.
Date of Desertion or Ab- sence,—20th September, 1890.	Trade,—Clerk.
Place of Desertion or Ab- sence,—Madras.	Coat or Jacket,— { When last seen was wearing Breeches,— or Multi and 'Trousers,— black felt hat.
Date of Enlistment,—13th November, 1880.	Remarks,—10 years' ser- vice.

J. F. BARRY, Lieut.,
Commst. Store-keeper General.

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of the Indian Treasure Trove Act (VI of 1878), that about the month of July, 1890, treasure consisting of old silver uncurrent coin of the value of about ₹234-13-9, as detailed below, was found in the house of one Tatia bin Jogoji, at Boodh, Taluka Khatar, in the Satara District, by Sadoo bin Babaji Pareet of Boodh, while digging the ground for earth:—

	R	a.	p.
36 Aukushi rupees converted into Sakhees	21	10	0
5 Aukushi rupees converted into Ghagrees	3	3	0
45 Aukushi rupees converted into Ghagrees	27	5	6
45 Aukushi rupees exchanged for Government rupees, but actually found	39	8	0
10 Malhar Shai	143	3	0
34 Panhali			
48 Mirji			
7 Turiache Chandwadi			
2 Turiache Chandwadi Adhelyas			
47 Arkot Ganjikot			
TOTAL	234	13	9

All persons claiming the said treasure or any part thereof are hereby required to appear personally or by duly authorized agent before the Mamlatdar of Khatar, at his office, on the 21st of January, 1891, in order to the matter being inquired into and determined in accordance with the provisions of the Act.

R. E. CANDY,
Collector of Satara.

SATARA,

The 24th September, 1890.

NOTICE.

It is hereby notified, under section 5 of the Indian Treasure Trove Act (VI of 1878), that on or about the 28th day of June, 1890, treasure consisting of the undermentioned articles, valued in the aggregate at ₹53-13-0, was found in Revision Survey No. 147, in the occupation of Kondaji Tukaram of Nilshi, a village in Mawal Taluka, Poona District, in the Bombay Presidency:—

	No.	Weight.	Value.
			R a. p.
Rupees bearing Persian letters	52	.....	42 4 0
Gold hone	1	Masas. Gunjas.	5 6 0
Small bit of gold	1	3	5 3 0
Small silver box with an image of Ganpati carved thereon	1		1 0 0
TOTAL R			53 13 0

All persons claiming the treasure or any part thereof are hereby required to appear, personally or by agent, before the Mamlatdar of Mawal at his office at Wadgaon on the 2nd March, 1891, in order to the matter being inquired into and determined in accordance with the provisions of the Act.

W. A. EAST,
Collector of Poona.

POONA COLLECTOR'S OFFICE,

27th September, 1890.

POST OFFICE.

NOTIFICATIONS.

Simla, the 15th September, 1890.

The following Notification is issued as to the conditions under which correspondence and parcels may be sent between India (including Burma) and the ZhoB Field Force:—

FROM INDIA TO THE FIELD.

MODE OF ADDRESSING CORRESPONDENCE.

Correspondence posted in India for delivery in the Field should be addressed as follows:—

A. B.

Regiment, Battery, or Office,
ZhoB Field Force.

No post-town should be added to the address, and special care should be taken to insert the Regiment or Battery with which the addressee is serving, or the special appointment which he may hold with the force.

WHAT MAY BE SENT.

Unregistered letters, post-cards, newspapers, book-packets and parcels (private and service) may be posted in India for delivery in the Field. *Full prepayment of postage is compulsory.* Delivery will be made through orderlies.

PARCELS.

Parcels will be delivered through the Transport Department. The Post Office will forward parcels from India to the Base Office, and its responsibility will cease there.

NO REGISTRATION, INSURANCE, VALUE-PAYABLE POST, OR MONEY ORDERS.

Letters cannot be registered, nor can letters or parcels be insured, for despatch from India to the Field. No article can be accepted for despatch to the Field by value-payable Post. Money orders will not be issued in favour of payees in the Field.

FROM THE FIELD TO INDIA.

WHAT MAY BE SENT.

Unregistered letters, post-cards and book-packets may be posted to addressees in India. Prepayment of postage is optional. No registered or insured letters or ordinary or insured parcels or value-payable articles will be accepted for despatch.

MONEY ORDERS.

Money orders will be issued on India at inland rates of commission. Remittances by telegraphic money orders can also be sent on the ordinary conditions.

FROM ONE FIELD POST OFFICE TO ANOTHER.

WHAT MAY BE SENT.

Only unregistered letters, post-cards, newspapers and book-packets may be posted at one Field Post Office for delivery from another Field Post Office. *Full prepayment of postage is compulsory.*

OFFICIAL CORRESPONDENCE.

From India to the Field must be fully prepaid. Service parcels can be sent.

From the Field to India need not be stamped. Postage at the prepaid rate will be charged on delivery in India. Service parcels cannot be sent.

From one Field Post Office to another will be delivered free if properly superscribed and franked. Service parcels cannot be sent.

POSTAGE STAMPS.

Postage stamps, post-cards and embossed envelopes can be purchased at any Field Post Office.

Calcutta, the 3rd October, 1890.

No. 7434.—Mr. J. Caddy, Head Clerk, Money Order Department, Rangoon Post Office, held the appointment from the 19th June to the 17th August, 1890, sub. *pro tem.*, of Deputy Postmaster, Rangoon, vice Mr. F. Dm. Beglar, deceased.

H. M. KISCH,

Offg. Dir. Genl. of the Post Office of India.

Uncl. mail Letters held in the Calcutta General Post Office on 2nd October, 1890

Alrutz & Co.	Laurie, Alex. & Co.	Tauny, H.
Brown Bros. & Co.	Penterost, George F.	White, A. & Co.
Brown, T. A.	Riveley, Edward.	Woodyear, William.
Gascard, S.	Rosebeck, J. & Co.	
Johnson, Miss Emma.	Salten & Co.	

Letters marked "Care of Post Office."

Abramovitz, H.	Hewitt, F. C.	Pinto, R.
Andrews, S. J.	Hough, A.	Player, F.
Bain, D. M.	Hutchison, A.	Pullen, C. V.
Bally, Albut.	Jackson, G. M.	Rebeiro, Miss A. G.
Bambridge, G. H.	Keightley, B.	Robart, P.
Beardmore, J. C.	Kirkman, Dr.	Roberts, C.
Beresford, W.	Kobus, J. D.	Ross, A. M.
Berry, Joseph.	Lacey, A. A.	Rowbotham, H. M.
Bird, Charles A.	Lazaro, E. T.	Sarkies, Miss M.
Braidwood, L. D.	Lees, W. H.	Scott, Charles.
Campion, F. W.	Lindgren, John.	Senior, Lewis.
Carbey, J.	Lyness, Mrs. D.	Shaw, Mrs.
Cock, Mrs. Sarah.	Martin, Chas.	Sibthorpe, Lieutenant.
Cumins, G. L.	McDermott, Mrs. A.	Sterndall, Miss H.
Denholm, James.	Mitchell, Mrs. H.	Stevenson, W.
Ehimsohu, T.	Moody, C. J.	Thompson, J.
Freedman, J. J.	Morgan, Col.	Tucker, Thomas.
Galbraith, J. R.	Murray, A. H.	Twinning, T. V.
Giravagna, Bernardo.	Hallom.	Vincent, Joseph.
Good, W. M.	Murray, Miss Minnie.	Weismuller, E.
Greaves, R. H.	Nicktertein, F.	Williams, H.
Gubney, J. S.	Olsen, Johan.	Wilson, G. F.
Hancock, Ma.	Parker, G. F.	
Hanley, Mrs. W.	Paulin, William.	

Registered Letters.

Braidwood, L. D.	Lazaro, Mrs. C. M.	Player, John.
Brown, F. C.	McDermott, Mrs. A.	Tenebom, E., Mr.
Lacey, A. A.	Persaud, Emile.	Weismuller, Mr.

Unclaimed Letters held in the Barrackpore Post Office on the 28th July, 1890.

Adic, Mrs.	Gowan, Edward P. W.	More-Carew, Esq.
Corbett, Dr. R.	Grasur, W., Esq.	Pillar, W., Esq.
Cour.	McFarlane, Thomas.	Prestage, H. S., Mr.
Dickson, Mrs.	Mr.	Rydquist, C. E., Esq.
Ferguson, H. F., Esq.	McNeill, J., Esq.	

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

The 4th October, 1890.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
Egypt, Europe, America, Cape Colonies through United Kingdom.	1890 8th Oct.	Per P. & O. Str. from Bombay.
Ditto (Book Post and Pattern Packets).	7th "	Ditto.
Mauritius, Mayotte, Nossi Be and Réunion.	8th "	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal and Cape Colonies.	8th "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China and Japan.	6th "	Ditto.
Australia, New Zealand and Tasmania.	6th "	Ditto.
Colombo	8th "	Per P. & O. Str. <i>Chusan</i> .
Straits, China and Japan	4th "	Per Steamer <i>A. Apar</i> .
Rangoon and Moulmein	7th "	Per Steamer <i>Rajpootana</i> .
Ditto ditto	10th "	Per Steamer <i>Nuddea</i> .
Akyah, Kyaukpyu, Sandoway and Rangoon.	8th "	Per Steamer <i>Euphrates</i> .
Port Blair	8th "	Via Madras.

N.B.—The letter-box for inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7-30 P.M., and late letters and papers will be received up to 8 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

GOVERNMENT CINCHONA FEBRIFUGE.

This preparation is an efficient substitute for quinine, and can be purchased by Government officers for public and charitable purposes, and by any one taking *twenty pounds* at a time, from the Superintendent, Botanical Garden, Calcutta, *for cash only*, at the following rates—per four-ounce tin, *Rs 3-14*; per eight-ounce tin, *Rs 7-4*; per pound tin, *Rs 14*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only*, at the under-noted rates—per four-ounce tin, *Rs 4-14*; per eight-ounce tin, *Rs 9-4*; per pound tin, *Rs 17-8*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

گورنمنٹ سنکونا فیری فیوج

یہ ہوا کوئیٹھاؤں کا صحت بدل ہی اور علامت کے ہواؤں کا رکھی یعنی کمپنی باغ کے سوپرٹنڈنٹ صاحب سے ہواؤں کا رکھی واسطے سوکڑی کام اور خوراک کے اور جو کوئی ایک صحت ایس پورٹ خرید کرنے والا ہو وہ نقد خرید کرنے کی شرط پر پیسے کے لئے ہوئے ہواؤں سے خرید کر سکتا ہی یعنی — چار اونس کے ٹیوں کے تیس (دوہی چوہہ) آنے ؛ آٹھ اونس کے ٹیوں کے سات (دوہی چار) آنے ؛ ایک پونڈ کے ٹیوں کے چوہہ (دوہی

اور عوام الناس کو نیکل گارڈن یعنی کمپنی باغ کے
سوپرنٹنڈنٹ صاحب سے قیمت نقد بیچنے کے لئے دئے ہوئے ہیں، یہ
مزید کر سکتے ہیں یعنی چار اونس ٹیس کے چار روپی چودہ
آنے؛ آٹھ اونس کے تیس کے نو روپی چار آنے؛ ایک پونڈ کے
تیس کے ستوا روپی آٹھ آنے،

یہ دوا کلکتہ کے بڑے بڑے دلیتی اور دیسی دوا خانوں میں
بکتی ہی ماسوائے قیمت مذکورہ بالا کے معقول قاک چار
اونس ٹیس کے چار آنے؛ اور آٹھ اونس کے تیس کے آٹھ آنے؛
ایک پونڈ کے تیس کے بارہ آنے،

METEOROLOGICAL PUBLICATIONS FOR SALE.

At the Meteorological Office, No. 5, Russell
Street, Calcutta, at the prices specified below:—

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text, 297 pages tables, 3 charts. Rs.
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text, 340 pages tables, 3 charts. Rs.
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JOHN ELIOT,

*Meteorological Reporter to the
Government of India.*

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PUBLISHED UNDER AUTHORITY.

The Indian Law Reports, published under the authority of the
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cutta, Madras, Bombay, and Allahabad, and comprise four
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Madras High Court, a third for the Bombay High Court, and
a fourth for the Allahabad High Court. The cases heard by
the Privy Council on appeal from each High Court are re-
ported in the series for that High Court. Cases heard by
the Privy Council on appeal from Provinces in India not sub-
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" Curator of Government Books, North-Western Pro-
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" Superintendent of Government Printing, Bengal.

*Orders and subscriptions for 1889 should be at once registered
and remitted.*

NOTICE.

Indian Law Reports.

Advertisements will be received for publication on the wrappers of the Indian Law Reports, Calcutta Series, by the Calcutta Central Press Company, "Limited," 9-1, Council House Street, at the following rates, payable in advance:—

	One page.	Half page.	Quarter page.
For one issue	R 30	R 14	R 9
" three issues	" 55	" 30	" 24
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A Manual of Reference to the Examinations in Oriental languages, with the latest orders of Government, and specimen papers of the various standards. By Lieutenant-Colonel H. S. JARRETT. New Edition. Rs 4.
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To Government Officers (except those mentioned below) and to the public at large. Rs 4.

To all Officers employed in Government Departments who are in receipt of salaries under Rs 500 per mensem, on a certificate being furnished declaring that the book is to be purchased only for the personal use of the officer. Rs 3 (8a.)

List of Books for sale at the Library of the Asiatic Society of Bengal, No. 37, Park Street, Calcutta, and obtainable from the Society's London Agents, Messrs. Trubner & Co., 57 and 59, Ludgate Hill, London, E.C.

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RUSSICK LALL MULLICK.



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The Gazette of India.

No. 40.} CALCUTTA, SATURDAY, OCTOBER 4, 1890.

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Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhandrum).		MAHUA OR RAGI (Eleusine coracina).		KANGRI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Batna—																										
Tonasserin—																										
Mergui	7 14	7 14	...	...	9 14	9 3	12 14	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11	11 11
Tavy . . . . .	...	...	...	...	11 13	11 13	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	390 3	390 3	17 14	17 14	17 14
Moulmein and Amherst . . . . .	...	...	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	220 0	220 0	20 3	20 3	20 3
Pagan (deltic)—																										
Begu	7 6	7 6	...	...	9 7	9 7	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	143 0	143 0	14 3	14 3	14 3
Bangooa . . . . .	...	...	...	...	9 4	9 4	11 2	10 3	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 3	14 3	14 3
Thongwa . . . . .	...	...	...	...	10 13	11 11	12 5	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 3	14 3	14 3
Bassien . . . . .	...	...	...	...	11 5	11 11	10 5	10 5	...	...	...	...	...	...	...	...	...	...	...	...	...	221 12	221 12	15 2	15 2	15 2
Pagan (indian)—																										
Shwegyin . . . . .	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 3	14 3	14 3
Tharawaddy . . . . .	...	...	...	...	11 7	11 7	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	480 8	480 8	14 6	14 6	14 6
Henada . . . . .	...	...	...	...	10 9	10 9	10 9	10 9	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	16 2	16 2	16 2
Prome	10 6	10 6	...	...	10 5	10 5	14 2	13 15	...	...	...	...	...	...	...	...	...	...	...	...	...	193 3	193 3	18 4	18 4	18 4
Toungoo . . . . .	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	326 8	326 8	14 3	14 3	14 3
Thayetmye	13 6	13 6	...	...	10 12	10 12	13 13	13 13	...	...	...	...	...	...	...	...	...	...	...	...	...	326 0	326 0	11 9	11 9	11 9
Upper Burma—																										
Mandalay	10 7	10 0	...	...	10 13	10 5	12 3	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	63 0	63 0	19 0	19 0	19 0
Avalan—																										
Sandoway . . . . .	...	...	...	...	25 0	20 9	33 3	27 0	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 14	12 14	12 14
Kyaukpyn . . . . .	...	...	...	...	16 13	16 9	18 6	18 1	...	...	...	...	...	...	...	...	...	...	...	...	...	333 0	333 0	13 8	13 8	13 8
Akyab . . . . .	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	8 0	8 0	8 0
Assam—																										
Surma—																										
Sylhet	10 4	13 4	...	...	10 10	10 10	13 0	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	108 0	108 0	10 0	10 0	10 0
Cachar	8 14	8 12	...	...	9 8	8 0	11 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 6	9 6	9 6
Khasi and Jaintia Hills . . . . .	...	...	...	...	6 0	6 8	7 0	8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	7 0	7 0	7 0
Garo Hills . . . . .	...	...	...	...	6 0	6 0	11 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	7 0	7 0	7 0
Brahmaputra—																										
Goalpara	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 0	9 0	9 0
Kamrup	10 0	10 0	...	...	7 0	7 0	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	9 0	9 0	9 0
Darrang	7 0	7 0	...	...	10 8	10 8	12 8	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	450 0	450 0	9 0	9 0	9 0
Nowgong . . . . .	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0	9 0
Sibsagar . . . . .	...	...	...	...	6 8	6 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	8 0	8 0	8 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	8 0	8 0	8 0

[illegible]

of Khesari, husked.

• R_1 per 100 cobs.

Barilly	13	2	14	11	19	1	20	10	7	8	7	8	12	8	12	13	16	4	16	4	14	6	14	6	16	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12	8	12
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\$ Nine pies per bundle.

+ Plus 6 per bundle.

† Not sold.

- Flushed.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1890—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR COMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eleusine coracana</i>).		KANKANI OR ITALIAN BILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer aridinum</i>).		MAIZE (<i>Zea Mays</i>).		AMHAR, OR THUSE, CADJAN PEA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Punjab—																										
Southern—																										
Faisal	17 0	18 0	25 0	24 0	24 0	23 0	10 0	10 0	20 0	20 0	22 0	22 0	22 0	22 0	20 0	20 0	26 0	26 0	20 0	20 0	20 0	20 0	120 0	120 0	11 0	11 0
Ferozepore	20 0	20 0	30 0	30 0	24 0	24 0	10 0	10 0	20 0	20 0	22 0	22 0	22 0	22 0	20 0	20 0	27 0	27 0	26 0	26 0	13 0	13 0	105 0	105 0	13 0	13 0
Montgomery	18 0	18 0	24 0	25 0	16 0	16 0	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	20 0	20 0	23 0	23 0	16 0	16 0	8 0	8 0	253 0	253 0	12 0	12 0
Central—																										
Gurgaon	16 0	17 0	20 0	21 0	20 0	20 0	10 0	10 0	20 0	20 0	17 0	18 0	20 0	20 0	13 0	13 0	20 0	21 0	15 0	15 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	16 0	17 0	21 0	22 0	18 0	18 0	13 0	13 0	20 0	20 0	17 0	17 0	20 0	20 0	16 0	16 0	22 0	23 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Rohat	17 0	17 0	21 0	22 0	18 0	18 0	13 0	13 0	20 0	20 0	17 0	17 0	20 0	20 0	16 0	16 0	22 0	23 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnal	18 0	18 0	24 0	24 0	22 0	22 0	11 0	11 0	20 0	20 0	16 0	16 0	20 0	20 0	16 0	16 0	22 0	23 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 0
Lahore	19 0	19 0	27 0	27 0	24 0	24 0	11 0	11 0	27 0	27 0	20 0	20 0	20 0	20 0	26 0	26 0	24 0	24 0	23 0	23 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	19 0	19 0	24 0	24 0	26 0	26 0	12 0	12 0	26 0	26 0	18 0	18 0	20 0	20 0	10 0	10 0	24 0	24 0	24 0	24 0	20 0	20 0	130 0	130 0	13 0	13 0
Ludhiana	19 0	20 0	24 0	26 0	24 0	24 0	13 0	13 0	24 0	24 0	21 0	22 0	20 0	20 0	20 0	20 0	25 0	25 0	23 0	23 0	14 0	14 0	110 0	110 0	12 0	12 0
Jullundur	21 0	21 0	30 0	30 0	27 0	27 0	10 0	10 0	27 0	27 0	20 0	20 0	12 0	12 0	19 0	19 0	24 0	24 0	25 0	25 0	14 0	14 0	104 0	104 0	13 0	13 0
Hoshiarpur	21 0	20 0	28 0	28 0	24 0	24 0	14 0	14 0	24 0	24 0	14 0	14 0	20 0	20 0	12 0	12 0	22 0	22 0	22 0	22 0	10 0	10 0	120 0	120 0	12 0	12 0
Gandisar	20 0	20 0	26 0	26 0	24 0	24 0	11 0	11 0	24 0	24 0	16 0	16 0	20 0	20 0	19 0	19 0	24 0	24 0	24 0	24 0	20 0	20 0	90 0	90 0	13 0	13 0
Anantpur	19 0	20 0	26 0	26 0	24 0	24 0	11 0	11 0	24 0	24 0	16 0	16 0	20 0	20 0	19 0	19 0	24 0	24 0	24 0	24 0	20 0	20 0	130 0	130 0	13 0	13 0
Hills—																										
Simla	10 0	12 0	15 0	15 0	15 0	13 0	8 0	8 0	13 0	13 0	14 0	14 0	17 0	17 0	10 0	10 0	14 0	14 0	13 0	13 0	10 0	10 0	65 0	65 0	8 0	8 0
Kangra	17 0	16 0	23 0	23 0	23 0	13 0	13 0	12 0	13 0	10 0	10 0	10 0	21 0	21 0	6 0	6 0	17 0	17 0	18 0	18 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Sialkot	18 0	18 0	29 0	29 0	29 0	29 0	13 0	13 0	30 0	30 0	25 0	25 0	25 0	25 0	25 0	25 0	23 0	23 0	25 0	25 0	16 0	16 0	120 0	120 0	14 0	14 0
Gujranwala	20 0	20 0	30 0	30 0	27 0	27 0	14 0	14 0	27 0	27 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	12 0	12 0	105 0	105 0	13 0	13 0
Gojrat	21 0	20 0	28 0	28 0	27 0	27 0	11 0	11 0	26 0	26 0	25 0	25 0	24 0	24 0	24 0	24 0	23 0	23 0	24 0	24 0	14 0	14 0	120 0	120 0	14 0	14 0
Belum	22 0	21 0	30 0	30 0	27 0	27 0	10 0	10 0	26 0	26 0	25 0	25 0	24 0	24 0	24 0	24 0	23 0	23 0	24 0	24 0	14 0	14 0	120 0	120 0	14 0	14 0
Rawalpindi	21 0	20 0	30 0	30 0	27 0	27 0	9 0	9 0	26 0	26 0	25 0	25 0	24 0	24 0	24 0	24 0	23 0	23 0	24 0	24 0	14 0	14 0	120 0	120 0	13 0	13 0
Hazara	21 0	22 0	36 0	33 0	33 0	33 0	9 0	9 0	42 0	42 0	29 0	28 0	20 0	20 0	16 0	16 0	18 0	18 0	31 0	31 0	28 0	28 0	100 0	100 0	11 0	11 0
Peshawar	19 0	19 0	36 0	35 0	35 0	35 0	10 0	10 0	34 0	34 0	31 0	31 0	22 0	22 0	23 0	23 0	19 0	19 0	31 0	31 0	29 0	29 0	105 0	105 0	40 0	40 0
Kohat	22 0	23 0	36 0	33 0	33 0	33 0	15 0	15 0	33 0	33 0	31 0	31 0	22 0	22 0	23 0	23 0	25 0	25 0	34 0	34 0	20 0	20 0	180 0	180 0	60 0	60 0
Western—																										
Shahpur	20 0	20 0	26 0	26 0	26 0	26 0	10 0	10 0	25 0	25 0	24 0	24 0	22 0	22 0	24 0	24 0	26 0	26 0	24 0	24 0	10 0	10 0	200 0	200 0	13 0	13 0
Jhang	18 0	17 0	25 0	26 0	26 0	26 0	9 0	9 0	18 0	18 0	16 0	16 0	24 0	24 0	22 0	22 0	18 0	18 0	16 0	16 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	27 0	27 0	27 0	27 0	12 0	12 0	25 0	25 0	21 0	21 0	24 0	24 0	23 0	23 0	21 0	21 0	22 0	22 0	15 0	15 0	90 0	90 0	13 0	13 0
Bannu	28 0	28 0	56 0	51 0	51 0	51 0	13 0	13 0	58 0	55 0	39 0	38 0	8 0	8 0	6 0	6 0	32 0	32 0	54 0	50 0	15 0	15 0	80 0	80 0	40 0	40 0
D. I. Khan	21 0	21 0	35 0	25 0	25 0	25 0	9 0	9 0	32 0	32 0	30 0	29 0	24 0	24 0	24 0	24 0	20 0	20 0	24 0	24 0	11 0	11 0	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	25 0	25 0	15 0	15 0	18 0	16 0	14 0	14 0	24 0	24 0	24 0	24 0	21 0	21 0	24 0	24 0	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khan	17 0	17 0	23 0	23 0	23 0	23 0	8 0	8 0	23 0	21 0	24 0	24 0	24 0	24 0	24 0	24 0	21 0	21 0	24 0	24 0	11 0	11 0	125 0	125 0	24 0	24 0
Sind and Baluchistan—																										
Karachi	12 0	12 0	19 0	20 0	20 0	20 0	10 0	10 0	17 0	17 0	16 0	16 0	24 0	24 0	24 0	24 0	16 0	16 0	14 0	14 0	10 0	10 0	90 0	90 0	13 0	13 0
Hyderabad (Cich Bander)	12 0	12 0	21 0	21 0	21 0	21 0	9 0	9 0	20 0	20 0	19 0	18 0	24 0	24 0	24 0	24 0	18 0	18 0	18 0	18 0	10 0	10 0	160 0	160 0	10 0	10 0
Tiar and Pitar (Umankot)	15 0	15 0	20 0	20 0	20 0	20 0	13 0	13 0	24 0	24 0	20 0	20 0	24 0	24 0	24 0	24 0	20 0	20 0	24 0	24 0	11 0	11 0	160 0	160 0	12 0	12 0
Sukkur	14 0	14 0	19 0	19 0	19 0	19 0	12 0	12 0	20 0	20 0	18 0	18 0	24 0	24 0	24 0	24 0	17 0	17 0	17 0	17 0	10 0	10 0	155 0	155 0	11 0	11 0
Upper Sind Frontier	13 0	13 0	18 0	18 0	18 0	18 0	12 0	12 0	27 0	27 0	23 0	23 0	24 0	24 0	24 0	24 0	17 0	17 0	17 0	17 0	10 0	10 0	213 0	213 0	11 0	11 0
Quetta	14 0	14 0	16 0	16 0	16 0	16 0	7 0	7 0	18 0	18 0	18 0	18 0	24 0	24 0	24 0	24 0	13 0	13 0	13 0	13 0	13 0	13 0	64 0	64 0	8 0	8 0

[illegible]

Firewood is sold by head-loads, cart-loads, and bullock-loads.

Not procurable.

† Not produced.

Not sold.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1890—concluded.

Districts.	QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.																							
	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOILUM (Sorghum vulgare).		BAIRA OR CUMBU (Pennisetum typhodeum).		MARUA OR RAGI (Eleusine indica).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNKAGA (Cicer arietinum).		MAIZE (Zea Mays).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—																								
Malabar Coast—																								
Malabar	9 0	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	8 8	8 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																								
Coimbatore	12 5	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nilgiris	9 14	9 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Salem	10 3	10 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central—																								
Bellary	15 6	15 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Anasapur	12 8	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gudalaph	13 3	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kurnool	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, north—																								
Ganjam	10 11	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vinagapatam	13 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Godavari	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—																								
Katna	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nellore	11 8	11 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—																								
Madras	10 10	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chingleput	9 6	9 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N. Arcot	10 11	10 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Arcot	8 13	8 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore	10 10	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tiruchinopoly	10 10	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern—																								
Tinnevely	9 3	9 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madura	10 3	10 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore—																								
Bangalore	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kolar	11 12	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tumkur	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hassan	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kadur	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shimoga	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chitaldroog	13 10	14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coorg—																								
Coorg	9 0	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden	8 0	8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-
YEAR ENDING 30th JUNE 1890.**

DISTRICTS.	AVERAGE WAGES PER MONTH.		
	Able-bodied Agricultural Labourer.	Syca or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Burma—			
<i>Tenasserim—</i>			
Mergui	15 0 0	15 0 0	30 0 0
Tavoy	10 0 0	15 0 0	30 0 0
Moulmein and Amherst	25 0 0	12 0 0	25 0 0
<i>Pegu (deltaic)—</i>			
Pegu	12 0 0	10 0 0	15 0 0
Rangoon	10-0 to 12-0	14-0 to 16-0	30-0 to 45-0
Thongwa	12 0 0	12 0 0	30 0 0
Bassein	15-0 to 22-0	12 0 0	22-0 to 37-0
<i>Pegu (inland)—</i>			
Shwegyin	20 0 0	14 0 0	30 0 0
Tharrawaddy	20-0 to 25-0	12-0 to 15-0	30-0 to 45-0
Henzada	15 0 0	12 0 0	22 0 0
Prome	15 0 0	12-0 to 15-0	15-0 to 20-0
Toungoo	12 0 0	14 0 0	40 0 0
Thayetmyo	15 0 0	12 0 0	30 0 0
<i>Upper Burma—</i>			
Mandalay	12 0 0	15 0 0	20 0 0
<i>Arahan—</i>			
Sandoway	15 0 0	10 0 0	30 0 0
Kyaukpyu	10 0 0	14 0 0	25 0 0
Akyab	15-0 to 20-0	10-0 to 12-0	15-0 to 20-0
Assam—			
<i>Surma—</i>			
Sylhet	5 0 0	6-0 to 7-0	11-0 to 30-0
Cachar	6 0 0	7 0 0	14-0 to 15-0
Khasi and Jaintia Hills	8-0 to 15-0	7-0 to 12-0	12-0 to 35-0
Garo Hills	5-10 to 7-8	7-8 to 12-0	20-0 to 40-0
<i>Brahmaputra—</i>			
Goalpa'a	8-0 to 9-0	8-0 to 10-0	15-0 to 60-0
Kamrup	6-0 to 8-0	8-0 to 10-0	12-0 to 20-0
Darrang	5-0 to 12-0	8-0 to 10-0	6-0 to 40-0
Nowgong	7-0 to 9-0	9-0 to 10-0	10-0 to 30-0
Sibsagar	9 6 0	8-0 to 12-0	15-0 to 40-0
Lakhimpur	8-0 to 9-0	8-0 to 12-0	12-0 to 40-0
Bengal—			
<i>Eastern hill tracts—</i>			
Chittagong Hill Tracts	12 0 0	*	20-0 to 30-0
Hill Tipperah	8 0 0	6 0 0	15 0 0
Naga Hills	10-0 to 15-0	10-0 to 15-0	20-0 to 40-0
<i>Eastern—</i>			
Backergunge	9 8 0	6 0 0	12-0 to 15-0
Noakhilly	4-0 to 6-0	5-0 to 6-0	5-0 to 10-0
Chittagong	9 0 0	7 0 0	12 0 0
Tipperah	7-0 to 10-0	6-0 to 8-0	8-0 to 15-0
Dacca	6-0 to 10-0	8-0 to 12-0	8-0 to 20-0
Mymensingh	9-0 to 10-0	6-0 to 7-0	12-0 to 30-0
<i>Deltaic—</i>			
Khoolna	7-8 to 9-6	7-0 to 9-0	12-0 to 30-0
24-Pergunnahs	9-0 to 10-0	6-0 to 7-0	15-0 to 20-0
Midnapore	6 9 0	6 0 0	7-8 to 10-0
Howrah	7-8 to 15-0	6-0 to 8-0	12-0 to 25-0
Calcutta	8 0 0	6 0 0	15 0 0
Hooghly	9 6 0	6-0 to 7-0	8-0 to 40-0
Nuddea (Kishnaghur)	7 8 0	6 0 0	7-8 to 15-0
Jessore	5-0 to 7-8	4-0 to 6-0	10-0 to 15-0
Furzedpore	10 0 0	10 0 0	15 0 0

* Not procurable.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING
30th JUNE 1890—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.		
	Able-bodied Agricultural Labourer.	Sycc or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
Bengal—contd.	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
<i>Central—</i>			
Bankoora	7-0 to 12-0	6-0 to 9-0	9-0 to 16-0
Burdwan	8 0 0	6 0 0	10-0 to 15-0
Beerbhoom	8 0 0	5 0 0	12 0 0
Moorshedabad	7 8 0	5 0 0	7-8 to 10-0
Sonthal Pergunnahs	3 12 0	5 0 0	7-8 to 9-6
Pubna	5-0 to 6-8	6-0 to 8-0	7-0 to 20-0
Bogra	7 8 0	5-0 to 7-0	10-0 to 20-0
Rajshahye	5-0 to 7-0	4-0 to 6-0	7-0 to 16-0
Maldah	7 8 0	5 0 0	8-0 to 12-0
<i>Northern—</i>			
Rungpore	5 0 0	6 0 0	8-0 to 20-0
Dinagepore	7 8 0	6-0 to 8-0	10-0 to 15-0
Jalpaiguri	7 8 0	9 0 0	15-0 to 20-0
Darjeeling	7-0 to 8-0	7-0 to 10-0	11-0 to 20-0
<i>Orissa—</i>			
Pooree	7 8 0	5 0 0	7-8 to 9-6
Cuttack	5 0 0	4 8 0	6-0 to 7-8
Balasore	4-0 to 5-0	4-0 to 6-0	7-0 to 10-0
<i>Chota-Nagpur—</i>			
Singhbhoom	3 0 0	4 0 0	12 0 0
Manbhoom	4 3 6	5 0 0	9-6 to 8-12
Lohardugga	2-13 to 3-12	3-8 to 5-0	3-12 to 9-6
Hazáribágh	4 0 0	5 0 0	8 0 0
<i>Behar, south—</i>			
Monghyr	4-11 to 7-8	3-0 to 5-0	5-10 to 15-0
Gya	2-8 to 3-0	3-0 to 5-0	6-0 to 8-0
Patna	4-0 to 5-0	4-8 to 5-0	7-0 to 8-0
Shahabad	5 0 0	4-0 to 6-0	6-0 to 7-8
<i>Behar, north—</i>			
Purneah	5-10 to 6-9	4-0 to 5-0	7-0 to 16-0
Bhágálpur	4 11 0	4-0 to 5-0	7-8 to 9-6
Durbhunga	3-12 to 4-8	3-0 to 4-0	3-12 to 9-6
Mozufferpore	3-12 to 5-10	3-0 to 4-8	5-10 to 11-4
Saran	3-12 to 7-8	4-0 to 7-0	6-9 to 10-0
Chumparun	2-13 to 3-12	4-0 to 6-0	5-10 to 9-6
N.-W. Provinces—			
<i>Eastern—</i>			
Mirzapur	4 0 0	5 0 0	8 0 0
Benares	4 0 0	4 8 0	8 11 0
Ghazipur	3 12 0	5 0 0	7 8 0
Jaunpur	3 8 0	5 0 0	7 8 0
Allahabad	4 11 0	5 0 0	12 8 0
<i>Central—</i>			
Bánda	2-4 to 4-0	5 0 0	7-8 to 9-6
Fatehpur	2-8 to 3-12	4-0 to 5-0	5-10 to 7-8
Hamirpur	3 0 0	4 0 0	8 0 0
Jalaun	3-0 to 4-0	4-0 to 6-0	8 0 0
Cawnpore	4 0 0	4-0 to 5-0	10 0 0
Etáwah	5 0 0	5 0 0	9 8 0
Farukhabad	5 0 0	5 0 0	10 0 0
Mainpuri	4-0 to 5-0	4-0 to 6-0	8-0 to 20-0
Etah	3-12 to 4-0	4-0 to 5-0	8-0 to 12-0
<i>Western—</i>			
Lalitpur	4-0 to 5-0	5 0 0	10 0 0
Jhánsi	3-8 to 4-0	5-0 to 6-0	10-0 to 12-0
Agra	4-0 to 5-0	4-0 to 5-0	10-0 to 11-0
Muttra	4 11 0	5 0 0	9 4 0
Aligarh	3-12 to 4-0	4-0 to 5-0	8-0 to 12-0
Bulandshahr	3-0 to 4-0	4-0 to 5-0	8-0 to 10-0
Meerut	5-0 to 6-0	5-0 to 6-0	12-0 to 15-0
<i>Sub-montane—</i>			
Ballia	4 0 0	4 0 0	7 8 0
Azamgarh	3 12 0	5 10 0	7 8 0
Gorakhpur	3 12 0	4-0 to 5-0	7-8 to 9-12

**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING
30th JUNE 1890—continued.**

Districts.	AVERAGE WAGES PER MONTH.		
	Able-bodied Agricultural Labourer.	Sycc or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
N.W. Provinces—contd.	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
Sub-montane—contd.			
Basti	3 12 0	4-0 to 5-0	12 0 0
Shahjahanpur	2-0 to 3-0	3-0 to 6-0	7-0 to 10-0
Budaun	3 0 0	4 0 0	8 0 0
Pilibhit	5 12 0	4 0 0	10 0 0
Bareilly	3 12 0	4 0 0	7 8 0
Moradabad	3 8 0	4-0 to 5-0	7 8 0
Tarai	5 0 0	6 0 0	10 0 0
Bijnor	3 12 0	5 0 0	7 8 0
Muzaffarnagar	4-0 to 5-0	4-0 to 5-0	10-0 to 12-0
Saharanpur	5 0 0	5 0 0	10 0 0
Dehra Dun	5 0 0	6 0 0	10 0 0
Kumaun	4-0 to 8-0	5 0 0	10-0 to 12-0
Garhwal	5 10 0	5 0 0	10-0 to 15-0
Oudh—			
Southern—			
Partabgarh	3 0 0	3-8 to 5-0	6 0 0
Sultanpur	3 12 0	5 0 0	7 8 0
Rae-Bareilly	3-8 to 4-0	4-0 to 4-8	7-0 to 8-0
Unao	4 0 0	4-0 to 5-0	9 4 0
Lucknow	4 0 0	4 0 0	11-4 to 15-0
Hardoi	3 12 0	5 0 0	9 6 0
Northern—			
Fyzabad	2 13 0	3-8 to 4-0	7-8 to 9-6
Barabanki	3 8 0	4 0 0	8 0 0
Gonda	3 0 0	3 8 0	8 0 0
Bahraich	3 0 0	4-0 to 5-0	8-0 to 10-0
Sitapur	4 0 0	4 0 0	8 0 0
Kheri	4 0 0	4-8 to 5-0	7 0 0
Rajputana—			
Eastern—			
Partabgarh	7 8 0	5 10 0	15-0 to 16-14
Banswara	5 0 0	5 0 0	11-4 to 18-12
Meywar (Oodeypore)	4-0 to 6-0	5-0 to 7-0	25-0 to 35-0
Sirohee	5 0 0	5 0 0	15 0 0
Erinpura	6 0 0	6 0 0	12 0 0
Ajmere	5 0 0	6 0 0	10-0 to 11-0
Abu	7 8 0	7 0 0	18 12 0
Kishengurh	5 0 0	5 0 0	5-10 to 15-12
Boondee	5 10 0	5 10 0	7-8 to 15-0
Kotah	4 0 0	4 0 0	7-8 to 8-0
Jhallawar	4-0 to 5-0	4-0 to 7 0	5-0 to 30-0
Tonk	3 12 0	2 13 0	7 8 0
Jeypore	2-0 to 3-0	3-8 to 6-0	7-8 to 12-4
Kerowlee	2 0 0	.....	4-0 to 5-8
Dholpur	4 11 0	.....	6-0 to 10-5
Bhurlpore	4 0 0	.....	5-8 to 7-0
Ulwur	4-0 to 4-8	3-0 to 6-0	8-0 to 15-0
Deoli Cantonment	3-12 to 5-10	.....	7-8 to 9-6
Nusseerabad Cantonment	6-0 to 7-0	6-0 to 9-0	10-0 to 15-0
Hilly Tracts of Meywar	5 4 0	4 9 0	9-6 to 15-0
Balmer	5 8 0	.....	11 8 0
Anand	7 8 0	6 0 0	.....
Shabpura	4 11 0	4 11 0	9 6 0
Western—			
Jodhpore	5 10 0	5 10 0	15 0 0
Jeysulmere . . . . .	.....	.....	15 0 0
Bikaner	4 11 0	3 15 9	8-7 to 12-10-6
Central India—			
Indore	6 0 0	7 0 0	12-0 to 15-0
Neemuch Cantonment	5 10 0	7 0 0	12-0 to 13-0
Baghelkhand (Sutna)	4 8 0	5 0 0	9-12 to 11-4
Goona	4-0 to 5-0	4-0 to 5-0	12-0 to 15-0
Gwalior	6 0 0	6 0 0	10-0 to 15-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING
30th JUNE 1896—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.		
	Able-bodied Agricultural Labourer.	Sycs or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Punjab—			
<i>Southern—</i>			
Hissar	5 0 0	6 0 0	10 0 0
Ferozepore	6 0 0	6 0 0	13 9 6
Montgomery	8 0 0	6 0 0	14 0 0
<i>Central—</i>			
Gurgaon	4 11 0	5 2 6	11 4 0
Delhi	5 10 0	5 10 0	11 14 0
Rohtak	6 0 0	6 0 0	9 5 4
Karnal	7 4 0	5 0 0	14 8 0
Lahore	5 0 0	6 0 0	15 0 0
<i>Sub-montane—</i>			
Umballa	7 8 0	5 0 0	10 10 0
Ludhiāna	5 2 6	5 8 0	10 5 0
Jullundur	5 0 0	6 0 0	10 0 0
Hoshiārpur	5 0 0	6 0 0	10 0 0
Gurdāspur	5 10 0	5 0 0	15 0 0
Amritsar	7 0 0	5 8 0	14 8 0
<i>Hills—</i>			
Simla	6 9 0	7 0 0	16 14 0
Kāngra	7 8 0	5 10 0	15 0 0
<i>North-western—</i>			
Siālkot	6 0 0	6 0 0	15 0 0
Gujránwāla	5 8 0	5 8 0	14 0 0
Gujrat	4 0 0	4 0 0	11 5 4
Jhelum	6 0 0	6 0 0	13 0 0
Rāwalpindi	6 0 0	7 0 0	20 0 0
Hazāra	7 0 0	7 8 0	22 8 0
Peshāwar	6 0 0	6 8 0	22 8 0
Kohāt	9 0 0	7 8 0	22 9 0
<i>Western—</i>			
Shahpur	5 0 0	6 0 0	13 8 0
Jhang	4 0 0	6 0 0	15 0 0
Mooltan	8 0 0	7 0 0	17 8 0
Bannu	6 9 0	6 8 0	22 8 0
D. I. Khan	6 0 0	6 0 0	17 14 3
Muzaffargarh	7 0 0	6 0 0	20 0 0
D. G. Khan	4 0 0	6 0 0	15 0 0
Sind and Baluchistan—			
Karāchi	12-0 to 20-0	12-0 to 15-0	30-0 to 35-0
Hyderabad (Gidu Bandar)	10 0 0	8 0 0	30 0 0
Thar and Pārkar (Umarkot)	8-0 to 12-0	10 0 0	19-0 to 30-0
Sukkur	8 0 0	9 0 0	30 0 0
Shikārpur	8 0 0	8 0 0	25-0 to 30-0
Upper Sind Frontier	10 5 0	11 4 0	18-12 to 26-4
Quetta	15 0 0	15 0 0	35-0 to 40-0
Bombay—			
<i>Konkan—</i>			
Karwar	8 7 0	9 0 0	18-12 to 22-8
Ratnāgiri	7 8 0	10 0 0	12-0 to 15-0
Colāba (Alibāg)	5 10 0	10 0 0	15 0 0
Bombay	11 0 0	9 8 0	27-8 to 42-8
Tanna (Salsette)	9 6 0	9 0 0	22 8 0
<i>Deccan—</i>			
Dharwar (Hubli)	8 0 0	8 0 0	15-0 to 18-0
Belgaum	6 0 0	7 0 0	14 0 0
Satara	6 8 0	8 0 0	8-15 to 22-8
Sholapur	6 0 0	9 0 0	25 0 0
Bijāpur	7 0 0	10 0 0	15-0 to 22-8
Poona (City)	9 0 0	10 0 0	11-8 to 22-8
<i>Khandesh—</i>			
Ahmednagar	7 8 0	10 0 0	22 0 0
Nāsik	9 0 0	9 0 0	15-0 to 30-0
Khandesh (Dhulia)	6-0 to 7-0	6-0 to 7-0	12-0 to 20-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING
30th JUNE 1890—continued.

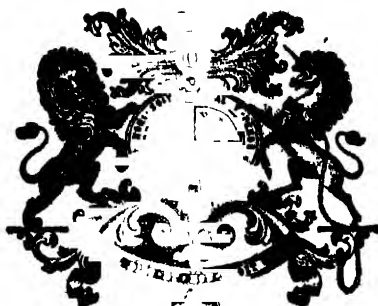
DISTRICTS.	AVERAGE WAGES PER MONTH.		
	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
Bombay—contd.	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
<i>Gujarat—</i>			
Surat	5-0 to 8-0	8-0 to 10-0	15-0 to 25-0
Broach	7 8 0	8 0 0	15-0 to 25-0
Kaira	7 8 0	8 0 0	9-6 to 15-0
Baroda Camp (Sadar Bazar)	7 8 0	7 0 0	22 8 0
Ahmedabad (Daskrohi)	7 8 0	7 0 0	18 12 0
Panch Máhals (Godhra)	5 8 0	7 0 0	15-0 to 19-0
Deesa Cantonment	5 10 0	7 0 0	18 12 0
<i>Kattywar—</i>			
Rájkot	10 0 0	8 0 0	15-0 to 22-8
Central Provinces—			
<i>Western—</i>			
Nimár	6 0 0	6 0 0	15-0 to 21-0
Khandwa-Ásirgarh Cant.	6 0 0	6 0 0	15 0 0
Hoshangabad	6 0 0	6-0 to 7-0	12-0 to 30-0
Betúl	4 0 0	6 0 0	15 0 0
Chhindwára	4 0 0	6 0 0	15 0 0
Nágpur	4 0 0	5 0 0	15 0 0
Wardha	4 0 0	6 0 0	15 0 0
<i>Central—</i>			
Narsinghpur	4-0 to 5-0	6-0 to 7-0	12-0 to 15-0
Saugor	4 0 0	5 0 0	12 0 0
Damoh	4 0 0	6 0 0	10-0 to 13-0
Jubbulpore	3-0 to 4-0	6-0 to 7-0	7-8 to 12-0
Mandla	4 0 0	6 0 0	12 0 0
Seoni	4 0 0	6 0 0	12 0 0
Bálághát	3 0 0	4 0 0	12 0 0
Bhandára	4 0 0	6 0 0	15 0 0
Chánda	4 0 0	6 0 0	12-0 to 15-0
<i>Eastern—</i>			
Biláspur	4 0 0	7 0 0	16 0 0
Raipur	4 0 0	6 0 0	8-0 to 12-0
Sambalpur	3 0 0	4 0 0	12 0 0
Berar—			
Buldána	7 8 0	7 8 0	22 8 0
Básim	6 0 0	7 0 0	16 2 0
Akola	7 0 0	7 0 0	20-0 to 22-0
Ellichpur	6 0 0	7 0 0	15-0 to 20-0
Amráoti	7 8 0	8 0 0	20 0 0
Wún	8 0 0	7 0 0	15 0 0
Nizam's Territories—			
Secunderabad	5-0 to 7-0	5-0 to 7-0	13-0 to 30-0
Boláram . . . . .	...	5 15 10	17 10 3
Chadarghat	7-0 to 8-0	8 0 0	15 0 0
Madras—			
<i>Malabar Coast—</i>			
Malabar	6 14 4	6 6 10	14 3 6
S. Canara	6 14 0	6 12 0	18 2 0
<i>South, central—</i>			
Coimbatore	4 12 0	5 13 4	17 8 0
Nilgiris	7 2 0	8 10 0	27 2 0
Salem	3 10 8	5 5 4	13 2 8
<i>Central—</i>			
Bellary	5 5 0	7 0 0	15 0 0
Anantapur	5 0 0	7 0 0	20 0 0
Cuddapah	7 8 0	7 8 0	15 0 0
Kurnool	5 10 0	5 10 0	18 12 0
<i>East Coast, north—</i>			
Ganjam	3 12 0	6 0 0	10 0 0
Vizagapatam	4 4 0	4 4 0	10 8 0
Godávári	5 2 8	5 5 4	15 0 0

**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING
30th JUNE 1890—concluded.**

DISTRICTS.	AVERAGE WAGES PER MONTH.		
	Able-bodied Agricultural Labourer.	Sycc or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
Madras—contd.	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
<i>East Coast, central—</i>			
Kistna	6 5 4	7 5 4	17 0 0
Nellore	5 8 0	6 4 0	16 10 8
<i>East Coast, south—</i>			
Madras	6 4 0	5 12 0	14 2 8
Chingleput	4 8 0	5 0 0	13 8 0
N. Arkot	5 8 0	6 6 5	16 6 5
S. Arkot	5 6 4	6 3 4	12 11 4
Tanjore	6 2 2	6 3 2	15 0 0
Trichinopoly	5 15 6	7 0 0	12 8 0
<i>Southern—</i>			
Tinnevelly	5 4 0	6 10 8	13 4 0
Madura	6 0 0	6 0 0	15 0 0
Mysore—			
Mysore	7 8 0	6 0 0	15 0 0
Bangalore	4-0 to 8-0	7 0 0	19-0 to 23-0
Kolar	7 0 0	7 0 0	15 0 0
Tumkūr	7 0 0	7 0 0	15-0 to 22-8
Hassan	5 0 0	7 8 0	15-0 to 30-0
Kadur	7 8 0	7 8 0	22 8 0
Shimoga	2-8 to 5-0	3-0 to 8-0	10-0 to 25-0
Chitaldroog	5 0 0	7 0 0	15 0 0
Coorg—			
Coorg	7 8 0	8 0 0	22 8 0
Aden . . . . .	.....	10 0 0	30-0 to 37-8

E. J. SINKINSON,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 25, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 25th October, 1890.

From the 8th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 1st November, all Notifications and other matter intended for publication in the *Gazette*, should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page 2 pice.

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Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATION.

Simla, the 3rd October, 1890.

No. 23.—The undermentioned 3rd grade Assistant Surgeons of the Imperial Establishment are transferred to the Bengal Provincial Establishment :—

Hari Mohan Sen.
Rasbihari Moitra (on deputation).
Asutosh Ghose.
Jogendra Nath Bosú.
Ananda Lal Bose.
Kali Prasanna Lahiri.
Bharat Chandra Dhar.
Abinash Chandra Ghosh.

W. R. RICE, M.D.,

Surgeon-General with the Govt. of India.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CAL- CUTTA UNIVERSITY.

The following Selections and Text-books are appointed for the Examinations of 1892 and 1893 :—

ENTRANCE EXAMINATION, 1892.

ENGLISH.

The following portions of English Selections for the Entrance Examination of 1891, published by Messrs. Thacker, Spink & Co :—

TO BE READ

Prose.

The Spanish Armada.
The Battle of Sedgemoor.
The Tournament.
The Exhibition of Arms at Hastinapur.
The Swayamvara of Draupadi
John Smeaton—A life among the Light-houses.
Isaac Newton.
History of the Abolition of the Slave-trade by Granville Sharp, Clarkson, and Buxton.
Anecdotes of Lord Exmouth.
Anecdotes of Lord Collingwood
Account of Howard the Philanthropist.
Anecdotes showing the Humanity of Sailors.
Account of Fenelon.
Account of Mr Mompesson.
Catherine Douglas, Margaret Carnegie, Mary Pickard, and Amelia Sieveking.
Charlotte Bronte.
Mary Evelyn and Mrs. Somerville
Self-Control.
The Student—His Health.

Poetry.

Boadicea.
The Nightingale and Glow-worm.
Hohen Linden.
The Scholar.
Love.
Simon Lee the old Huntsman.
The Graves of Martyrs.
The Two Armies.

TO BE COMMITTED TO MEMORY.

Boadicea.
The Nightingale and Glow-worm.
Hohen Linden.
The Graves of Martyrs.

Two papers to be set in English. The first paper to contain questions on the text-books and questions on grammar arising therefrom; the second paper to contain passages in a vernacular as defined in paragraph 6 of the Regulations for the Entrance Examination, for translation into English, together with questions on English composition. In the case of students whose vernacular is English, a special paper will be set in which simple essays or letters or other original compositions will replace the passages for translation into English.

ENTRANCE EXAMINATION, 1893.

GREEK.

Xenophon . . . Anabasis, Books I and II.

LATIN

Livy . . . Legends of Ancient Rome, edited by Wilkinson (Macmillan's Elementary Classics).

Phædrus . . . Select Fables, edited by Walpole (Macmillan's Elementary Classics).

One paper to be set in this subject with questions on history, parsing and geography arising therefrom, and easy passages from authors not prescribed to be translated into English; and one paper containing questions in Latin grammar with simple and easy sentences of English to be translated into Latin

GERMAN.

Hauff . . . Die Karavane

One paper to be set on the text-book and one paper on elementary grammar and composition.

FRENCH.

Lamartine . . . Jeanne d'Arc.

One paper to be set on the text-book and one paper on elementary grammar and composition.

HEBREW.

The Book of Genesis.

SANSKRIT.

*Calcutta University Selections for 1891. Edited by Babu Krishnakamal Bhattacharyya, B.L., Mahamahopadhyay Mahesachandra Nyayaratna, C.I.E., and Babu Nilmani Mukerjee, M.A., B.L.

The following books or any others covering similar ground are recommended as text-books in Sanskrit Grammar :—

Vidyasagar . . . Vyākaraṇa Kaumudī,
or
Vidyasagar . . . Upakramanikā, as translated by Rajkrishna Banerjee, 12th Edition,
or
Nilmani Mukerjee . . . Laghumanjari,
or
Herambanath Tattvaratna . . . Vyākaraṇa Sangraha,
or
Kalikumar Sarma . . . Vyākaranādarsa.

BENGALI.

Not yet appointed.

ARABIC.

Sullam-ul-Adab, edited by Colonel Holroyd.

PERSIAN.

Selections by Maulavi Ahmad.

URDU.

Revised Selections by Maulavi Kabir-ud-din Ahmed, Khān Bahadūr (150 pages).

HINDI

Not yet appointed

URIYA.

Not yet appointed.

ARMENIAN.

History of Armenia, Books I—III.

PALI.

Pali Miscellany, by Professor Trenckner (28 pages of text). Selections from the Jātakas (Professor Fausbøll's Edition), the Apānakajātaka (30 pages of text).

BURMESE.

Prose.

Zanaka Jataka.
Withandya Jataka.

Poetry.

Lanka-thara Son-ma-sā.
Am-tha-tha sin-ma-sā.

The spelling required of the candidates who present themselves for examination in Burmese should be in accordance with

- The Thatpōn published by the Text-book Committee,
- Judson's Dictionary, and
- The revision made by the Text-book Committee of the words of disputed spelling in Judson's Dictionary.

TAMIL.

Poetry.

Tamil Poetical Anthology No. II, page 15 to end.

Prose.

Panchatantra . . . Parts I, II, and III.

One paper to be set on the text-books in each of the Oriental languages (including questions on grammar and idiom, and easy sentences to be translated into the other language), and one paper containing (i) simple passages in English to be translated into one of the vernaculars of India† recognised by the Senate (the passages being taken from a newspaper or other current literature of the day), and (ii) a subject for original composition in one of the vernaculars recognised by the Senate. Half the value of the paper is to be assigned to the passages in English and half to the subject for original composition.

* Thacker, Spink & Co.

† The vernaculars recognised by the Senate are the following : Bengali, Hindi, Uriya, Mahrathi, Urdu, Burmese, Armenian, Paragatia, Assamese, Telegu, Gujrathi, Khasia, and Tamil.

HISTORY.

- W. W. Hunter . . . Brief History of the Indian People.
 Gardiner . . . Outline of English History,
 or
 Miss Edith Thompson . . . History of England, being Vol. II of
 the Historical Course for Schools,
 Edited by E. A. Freeman, D.C.L.

GENERAL AND PHYSICAL GEOGRAPHY.

- Christian Vernacular Education Society. Manual of Geography.
 Huxley . . . Introductory Primer, Arts. 12—55
 (both inclusive).
 Geikie . . . Physical Geography Primer.

MATHEMATICS.

- Euclid . . . *Elements of Geometry edited by
 Hall and Stevens, or any other
 edition covering the same ground.

DRAWING.

- Whitehall . . . Drawing Copy-book, Nos. 1, 2, 3, 6
 and 9, Freehand.

FIRST EXAMINATION IN ARTS, 1892.**FRENCH.**

- Voltaire . . . Charles XII.
 Corneille . . . Cinna.

FIRST EXAMINATION IN ARTS, 1893.**ENGLISH.**

- Green . . . Readings from English History, Part
 II.
 Hughes . . . Livingstone (English Men of Action
 Series).
 Airy . . . Selections from the Spectator (Ri-
 vington's School Classics).
 Milton . . . Paradise Lost, Book II.
 Scott . . . Rokeby.
 Goldsmith . . . The Traveller.

Some subject for original composition to be set in one of
 the papers.

GREEK.

- Herodotus . . . Book IV.
 Euripides . . . Medea.

LATIN.

- Vergil . . . Æneid, Book I.
 Cicero . . . De Amicitia; Pro Archia.
 With passages from Latin authors not prescribed before-
 hand, to be translated into English.

FRENCH.

- Bowen . . . The Campaigns of Napoleon, Jena
 (Rivingtons).
 La Fontaine . . . Fables, Books I, II (Rivingtons).

SANSKRIT.

- Kālidāsa . . . Raghuvansa, Cantos I—V.
 Bhatti . . . Bhattikāvya, Cantos I—V.

ARABIC.

- Selections by Col. H. S. Jarrett.

PERSIAN.

- Selections by Maulavi Ahmad.

HEBREW.

- Genesis.
 Ruth.
 Psalms I—XLI.

ARMENIAN.**Prose.**

- I. Eghishé's History of the wars of the Vardons (fifth
 century), Parts I, V, VI, and last ten pages of the Supple-
 ment.
 II. A course of reading in classical Armenian for advanced
 students by Elisha (Selections from ancient and modern
 classical authors).

* The notes are to be read as elucidating the text of Euclid, and the additional propositions are to be treated as riders.

Poetry.

1. Joseph declaring himself to his brothers, pages 117—
 121.
 2. The Mother and Daughter, pages 191—194.
 3. The Shepherd and Shepherdess, pp. 212—216.

PALI.

- Jātakas (Fausbøll's edition): Vaggo I—IV, pages 95—234.
 Dhammapada (Fausbøll's edition); the First Bhanavaram,
 pages 1—35.

BENGALI.**For Female Candidates.**

- Sivanath Sastri . . . Nirbāsitervilāp.
 Akshay Kumar Dutt . . . Dharmaniti.
 Hemchandra Baner-
 jee . . . Bharat Bhiksha.

ELEMENTARY PHYSICS.

- Ganot . . . Popular Natural Philosophy, 5th Edi-
 tion, Book I, omitting articles 12, 13,
 32—35, 49—52, 56, 61—75. Book
 II, omitting articles 107—110. Book
 III, omitting articles 124—131,
 137—140, 155—159. Book V, omit-
 ting articles 209, 210, 221, 222,
 235, 240—242, 252, 260—265,
 268—298, 302, 303, 305. Book VI,
 omitting articles 355, 365—374,
 376—378, 381—397. Book VII, omit-
 ting articles 405, 407—409. Book
 VIII, omitting articles 416, 451—
 461, 481, 488, 500—508, 511, 512.

ELEMENTARY CHEMISTRY.

- Chemistry of the Non-metals as in Reimsen's Elements of
 Chemistry, pp. 1—154.

BOTANY.**For Female Candidates.**

Oliver's First Book of Indian Botany; the whole of Part
 I and Chapter I of Part II, *vis.*, the Elements of Morphology
 and Physiology of Flowering Plants, the Principles of their
 Natural Classification, and the Diagnosis and detailed accounts
 of the following six natural orders:—

- | | |
|------------------|---------------|
| 1. Malvaceæ. | 4. Urticaceæ. |
| 2. Leguminosæ. | 5. Aroidææ. |
| 3. Cucurbitaceæ. | 6. Gramineæ. |

LOGIC.

- P. K. Ray . . . Text-book of Deductive Logic, 4th
 edition (omitting Chapter II of
 Part II, Chap. IX of Part III, and
 the Appendix).

HISTORY.

- Smith . . . Smaller History of Greece.
 Creighton . . . Primer of the History of Rome.

MATHEMATICS.

- Euclid . . . *Hall and Stevens' Edition.
 Taylor . . . Elementary Geometry of Conics.

B. A. EXAMINATION, 1893.**ENGLISH.****PASS COURSE.**

- Shakespeare . . . Macbeth, the Tempest, Richard III.
 Hales . . . Longer English Poems, Dryden to
 Byron, omitting Burns.
 Thackeray . . . English Humourists.
 Bacon . . . Essays.
 Trevelyan . . . Selections from Macaulay (Historical
 Portraits, Literary Criticism and
 Miscellaneous Extracts).
 Ingram . . . Elizabeth Barrett Browning.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

- Sidney . . . Apology for Poetry.
 Wordsworth . . . Arnold's Selections (Golden Treasury
 Series).
 Greene . . . Friar Bacon and Friar Bungay.
 Lamb . . . Essays of Elia, First Series.

Permanent Subjects.

- Earle . . . The Philology of the English Tongue.
 Shaw . . . Outlines of English Literature.

GREEK.

PASS COURSE.

Sophocles . . .	Philoctetes; Elect
Demosthenes . . .	De Corona.
Æschines . . .	In Ctesiphontem.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Thucydides . . .	Book II.
Euripides . . .	Bacchæ.
Plato . . .	Phædo.

Permanent Subjects.

Peile . . .	Primer of Philology.
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LATIN.

PASS COURSE.

Cicero . . .	Orationes in Catilinam, I, II, III, IV.
Vergil . . .	Georgics III, IV.
Livy . . .	Books VI, VII.

Also passages from authors not prescribed beforehand to be translated into English.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Plautus . . .	Captivi.
Tacitus . . .	Germania, Agricola.
Horace . . .	Odes, III, IV.

Also passages from authors not prescribed beforehand to be translated into English.

Permanent Subjects.

Peile . . .	Primer of Philology.
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FRENCH.

PASS COURSE.

Racine . . .	Britannicus, edited by E. Pellissier (Macmillan & Co.)
Fénelon . . .	Aventures de Télémaque, edited by C. J. Delille, Books I-XII (G. Bell and Sons.)
Thiers . . .	History of the Egyptian Expedition, edited by the Rev. H. A. Bull (Macmillan & Co.)

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Molière . . .	Le Bourgeois Gentilhomme, edited by G. E. Fasnacht (Macmillan & Co.)
Corneille . . .	Polyeucte, edited by F. E. Gasc (G. Bell and Sons).
Racine . . .	Athalie, edited by Gustave Masson (Clarendon Press Series).
Augustin Thierry . . .	Récit des Temps Mérovingiens, edited by G. Masson, I-III (Cambridge University Press).
Brachet . . .	Historical Grammar of the French Language, translated by G. W. Kitchin (Clarendon Press).

HEBREW.

PASS COURSE.

Samuel, I and II.	Psalms, XC-CL.
Chronicles, I and II.	Proverbs.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Isaiah.	
Ezekiel.	
The History of the Hebrew Language and Literature.	

SANSKRIT.

PASS COURSE.

Kālidāsa . . .	Kumārasambhava, Cantos I-VII.
Māgha . . .	Sisupālābadha, Cantos I-II.
Bhābhūti . . .	Uttarāmācharita.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Kālidāsa . . .	Sakuntalā.
Kālidāsa . . .	Meghadūta.
Bhāravi . . .	Kirātārjunīya, Cantos XIII-XIV.
Barada Raja . . .	Laghū Kaumudī (Dr. Ballantyne's Edition, as reprinted by Lazarus & Co., from pages 1 to 188, i. e., from the beginning of the book to the end of Bhvadi).

Permanent Subjects.

Max Müller . . .	Lectures on the Science of Language, Vol. II, Lectures I-VII.
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ARABIC.

PASS COURSE.

Tarikh-i-Yamini . . .	The first 50 pages (Delhi edition).
Mustatrif . . .	The first 50 pages (Egyptian edition).
Hamāsah . . .	31 pages (Urdu Guide Press).
Dīwān-i-Mutanabbi . . .	Calcutta edition (pages 283-332), beginning with the Qasidah for Azud-uddaulah.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Maqamat-i-Hariri . . .	The first half.
Tarikh-i-Timūri . . .	The whole.
Hamāsah . . .	84 pages from page 32 (Urdu Guide Press).
Banat Sūd . . .	The whole.

PERSIAN.

PASS COURSE.

Selections by Maulavi Ahmad.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Aklak-i-Jalali . . .	The whole.
Hafiz . . .	The first half, i. e., pages 1-125 (Urdu Guide Press).
Wakai-i-NiamatKhan-i-Ali.	The last half.

PALI.

PASS COURSE.

Kaccāyana . . .	Pali Grammar (Senart's edition).
Trenckner's Milinda Panha . . .	

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

Childers . . .	Mahāparinibbānasutta.
Whitney . . .	Language and the Study of Language.

MENTAL AND MORAL SCIENCE.

PASS COURSE.

PSYCHOLOGY AND ETHICS.

James Sully . . .	Outlines of Psychology, 5th edition.
Martineau . . .	Types of Ethical Theory, 3rd edition, Vol. I (Introduction only), Vol. II.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

HISTORY OF PHILOSOPHY.

Bacon and Descartes to Reid and Kant.

The following books are recommended:—

Ueberweg . . .	History of Philosophy, Vol. II.
Schwegler . . .	History of Philosophy.
Fraser . . .	Berkeley } (Blackwood's Philosophical Classics.)
Knight . . .	Hume }

NATURAL THEOLOGY.

Martineau . . .	Study of Religion, 2nd edition (omitting Book I and Book III, Chap. II.)
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PURE LOGIC.

P. K. Ray . . .	Text-book of Deductive Logic, including the Appendix, 4th edition.
Ueberweg . . .	System of Logic and History of Logical Doctrines.

MATHEMATICS.**PASS COURSE.**

- Greaves . . . Elementary Statics (omitting all articles marked with an asterisk).
 Lock . . . Dynamics for Beginners.
 Besant . . . Elementary Hydrostatics, Chaps. I—VII, and Chap. VIII, paras. 1—8, omitting arts. 93, 102, 104, 111—121

(or the corresponding portions of S. B. Mukerjee's Elementary Hydrostatics).

HONOUR COURSE.

- Greaves . . . Elementary Statics (the whole).
 Lock . . . Dynamics for Beginners.
 Maxwell . . . Matter and Motion.
 Besant . . . Hydrostatics, Chaps. I—VII, and Chap. VIII, paras. 1—8, omitting arts. 93, 102, 104, 111—121

(or the corresponding portions of S. B. Mukerjee's Elementary Hydrostatics).

- Salmon . . . Conic Sections (6th edition) Chaps. I—III, V—VIII, to the end of article 116, and X—XIII.
 Williamson . . . Differential Calculus (6th edition), Chaps. I—V, IX, XI—XVIII.
 Todhunter . . . Integral Calculus, Chaps. I—VII

(or the corresponding portions of Williamson's Integral Calculus).

HISTORY.**PASS COURSE.***History of England.*

- Green . . . Short History of the English people.

History of India.

- Elphinstone . . . History of India (Hindu and Mahomedan Periods).
 Wheeler . . . Short History of India (British Period only).

Histories of Greece and Rome.

- Smith . . . Student's History of Greece.
 Liddell . . . Student's History of Rome.

Political Economy.

- Fawcett . . . Manual of Political Economy.

HONOUR COURSE.

(In addition to the subjects for the Pass Course.)

- Capes . . . The Early Empire.
 Capes . . . The Age of the Antonines.
 Bagehot . . . The English Constitution.
 Mill . . . Political Economy.

PHYSICS AND CHEMISTRY.**PHYSICS AND THE ELEMENTS OF CHEMISTRY.****PASS COURSE.**

- Deschanel . . . Elementary Treatise on Natural Philosophy.
 Watts . . . Inorganic Chemistry (1883).

CHEMISTRY AND THE ELEMENTS OF PHYSICS.**PASS COURSE.**

- Frankland and Jupp . . . Inorganic Chemistry (edition 1884), omitting all the sections printed in small type, and all the parts relating to the following elements:—Zirconium, Thorium, Niobium, Tantalum, Beryllium, Palladium, Iridium, Rhodium, Osmium, Ruthenium, Norwegium, Cerium, Didymium, Lanthanum, Yttrium, Erbium, Terbium, Scandium, Samarium, and Decipium.

- Remsen . . . Organic Chemistry.
 Miller . . . Chemical Physics (Part I of the Elements of Chemistry) omitting Chap. IV, sec. 2; Chap. V, sec. 2; Chap. VI, secs. 1, 2, 4, 5, 6, 7.

PHYSICS, CHEMISTRY, AND THE DOCTRINE OF SCIENTIFIC METHOD.**HONOUR COURSE.**

- Deschanel . . . Elementary Treatise on Natural Philosophy.
 S. P. Thompson . . . Elementary Lessons in Electricity and Magnetism.
 Tait . . . Heat (omitting Chaps. 21 and 22).

- Frankland and Jupp . . . Inorganic Chemistry (edition 1884) omitting all the sections printed in small type, and all the parts relating to the following elements:—Zirconium, Thorium, Niobium, Tantalum, Beryllium, Palladium, Iridium, Rhodium, Osmium, Ruthenium, Norwegium, Cerium, Didymium, Lanthanum, Yttrium, Erbium, Terbium, Scandium, Samarium, and Decipium.

- Remsen . . . Organic Chemistry.
 Jevons . . . Principles of Science, 2nd edition (omitting Books I and II).

BIOLOGY.**PHYSIOLOGY AND BOTANY.****PASS COURSE.**

- Huxley . . . Elementary Lessons in Physiology.
 Huxley and Martin . . . Practical Biology.
 Prantl and Vines . . . Text-book of Botany.
 Oliver . . . First Book of Indian Botany.

PHYSIOLOGY AND ZOOLOGY.**PASS COURSE.**

- Huxley . . . Elementary Lessons in Physiology.
 Huxley and Martin . . . Practical Biology.
 Claus-Sedgwick . . . Elementary Text-book of Zoology, Vol. I, General Part and Special Part, Protozoa to Insecta, Vol. II, Special Part, Mollusca to Man.

PHYSIOLOGY, BOTANY, ZOOLOGY, AND THE DOCTRINE OF SCIENTIFIC METHOD.**HONOUR COURSE.**

- Huxley . . . Elementary Lessons in Physiology.
 Huxley and Martin . . . Practical Biology.
 Foster . . . Text-book of Physiology.
 Prantl and Vines . . . Text-book of Botany.
 Oliver . . . First Book of Indian Botany.
 Henfrey . . . Elementary Course of Botany.
 Vines . . . Lectures on the Physiology of Plants.
 Claus-Sedgwick . . . Elementary Text-book of Zoology, Vol. I, General Part and Special Part, Protozoa to Insecta, Vol. II, Special Part, Mollusca to Man.
 Huxley . . . Comparative Anatomy of the Vertebrata.
 Huxley . . . Comparative Anatomy of the Invertebrata.
 Jevons . . . Principles of Science, 2nd edition (omitting Books I and II).

GEOLOGY.**GEOLOGY AND PHYSICAL GEOGRAPHY.****PASS COURSE.**

- Geikie . . . Class-book of Geology.
 Blanford . . . Sketch of the Geology of India.
 Huxley . . . Physiography.
 Geikie . . . Lessons in Physical Geography.

GEOLOGY AND MINERALOGY.**PASS COURSE.**

- Geikie . . . Class-book of Geology.
 Blanford . . . Sketch of the Geology of India.
 Dana . . . Text-book of Mineralogy.
 Scheerer and Blanford . . . Introduction to the Use of the Mouth Blowpipe.

GEOLOGY, MINERALOGY, PHYSICAL GEOGRAPHY, AND THE DOCTRINE OF SCIENTIFIC METHOD.**HONOUR COURSE.**

- Geikie . . . Class-book of Geology.
 Blanford . . . Sketch of the Geology of India.
 Geikie . . . Text-book of Geology.
 Dana . . . Text-book of Mineralogy.
 Blanford and Scheerer . . . Introduction to the Use of the Mouth Blowpipe.
 Huxley . . . Physiography.
 Geikie . . . Lessons in Physical Geography.
 Jevons . . . Principles of Science, 2nd edition (omitting Books I and II).

M. A. EXAMINATION, 1892.**MENTAL AND MORAL SCIENCE.**

Ueberweg	History of Philosophy (omitting the 1st and 2nd periods of the Philosophy of the Christian era and the appendices).
Descartes	Veitch's Descartes, 6th edition.
Locke	Essay concerning Human Understanding.
Berkeley	Fraser's Selections from Berkeley, 3rd edition.
Hume	Enquiry concerning Human Understanding.
Caird	The Critical Philosophy of Kant (1889).
Hamilton	Lectures in Metaphysics, Dissertations in his edition of Reid's works. Veitch's <i>Hamilton</i> (Blackwood's Philosophical classics).
M'Cosh	Examination of J. S. Mill's Philosophy.
Sully	Outlines of Psychology, 5th edition.
Mill	Logic, Examination of Hamilton's Philosophy.
Jevons	Principles of Science, 2nd edition.
Ueberweg	System of Logic and History of Logical Doctrines.
Butler	Dissertations on Virtue, Sermons I, II, III.
Sidgwick	Method of Ethics, 4th edition.
Spencer	The Data of Ethics, 3rd edition.
Green	Prolegomena to Ethics.
Martineau	Types of Ethical Theory, 3rd edition.

NATURAL THEOLOGY.

Caird	Introduction to the Philosophy of Religion.
Martineau	Study of Religion, 2nd edition.
Max Müller	Hibbert Lectures on the origin and growth of Religion as illustrated by the Religions of India,

EVIDENCES OF CHRISTIANITY.

Butler	Analogy.
Paley	Evidences of Christianity.
Fisher	Grounds of Theistic and Christian Belief.
Macdonald	Papers on the Bible, omitting the following:—III, V, VIII and XIII.

M. A. EXAMINATION, 1893.**ENGLISH.**

Chaucer	Tale of the Man of Lawe, &c., &c. (Clarendon Press Series).
Shakespeare	Much Ado about Nothing, Antony and Cleopatra, Coriolanus, King Lear.
Marlowe	Edward II.
Milton	Paradise Regained.
Pope	Essay on Man.
Tennyson	Queen Mary.
Skeat	Plutarch of Shakespeare.
Clarendon	History of the Rebellion, Book VI (Clarendon Press).
Sir Thomas Browne	Hydriotaphia or Urn Burial.
De Quincey	The Caesars.
George Eliot	Scenes from Clerical Life.
Mill	Essay on Liberty.
Maine	Democracy.

Permanent Subjects.

Morris	Historical Outlines of English Accidence.
Smith	Student's Manual of the English Language.
Taine	History of English Literature, translated by Van Laun.
Dowden	Shakespeare a Critical Study of his Mind and Art.
Sweet	Anglo-Saxon Primer.
Sayce	Introduction to the Science of Language.

GREEK.

Homer	Iliad, Books I—XII.
Pindar	The whole.
Æschylus	Prometheus; Agamemnon, Eumenides.
Sophocles	Œdipus Tyrannus; Ajax; Antigone.
Euripides	Hecuba; Medea; Ion.
Aristophanes	Knights; Clouds; Frogs; Birds.
Herodotus	Books II and III to the end of Clap. LXVI.
Thucydides	Books VI, VII, VIII.
Demosthenes	Orations against Leptines and Meidias, De Falsa Legatione.
Plato	Republic; Theætetus.
Aristotle	Politics.

Permanent Subjects.

Sayce	Introduction to the Science of Language.
Mahaffy	History of Classical Greek Literature. Also passages from authors not prescribed beforehand to be translated into English.

LATIN.

Vergil	Bucolics (with the exception of II); Georgics; Æneid, Books I—VI.
Horace	Odes; Epodes; Satires, I (with the exception of 2 and 8); Epistles, I; De Arte Poetica.
Juvenal	Satires (except II, VI and IX).
Persius	Satires.
Lucretius	Books I, V and VI.
Catullus	1, 2, 3, 4, 9, 12, 22, 30, 31, 46, 49, 51, 63, 64, 65, 66.
Plautus	Aulularia; Trinummus.
Terence	Andria; Heauton Timoroumenos.
Livy	Books XXI—XXV.
Sallust	Bellum Catilinarium; Bellum Jugurthinum.
Cicero	Second Philippic; De Natura Deorum.
Tacitus	Histories.

Permanent Subjects.

Sayce	Introduction to the Science of Language.
Cruttwell	History of Roman Literature. Also passages from authors not prescribed beforehand to be translated into English.

HEBREW.

Isaiah.	Job.
Jeremiah.	Ecclesiastes.
Ezekiel.	Song of Solomon.
The Minor prophets.	Daniel.
Psalms.	Ezra.
Proverbs.	Nehemiah.

Permanent Subjects.

Robertson Smith	Old Testament in the Jewish Church.
Davidson	Introduction to the Old Testament.
Ewald	History and Antiquities of Israel.
Sayce	Introduction to the Science of Language.

PALI.

Anuruddhā	Abhidhammatthasangaha.
Theragāthā	The Ekanipāta, Dukanipāta, and Tikanipāta.
Anguttara-nikāya	The Bālavagga, Rathakāravagga, Pugalavagga, and Devadūtavagga of the Tikanipāta.
Mahāvānisa	The first five chapters (parichchhedas), Turnour's or Sumangala's Edition.
Jātakas	Fausbøll's Edition, Vol. II, Dalhavagga, Santhavagga, Kalyāna- dhammavagga.
Kaccāyana	Pali Grammar (Senart's Edition).
Mahāparinibbāna-sutta	(Childer's Edition).
Dhammapada	The first Bhānavāram (Pathama-kabhānavāram) with Fausbøll's Extracts from Buddha Ghosa's Commentary for this portion of the Text.
Burnouf	Introduction à l'histoire du Bouddhisme Indien.
Spence Hardy	Manual of Buddhism.
Weber	History of Indian Literature.
Bigandet	Legends of Gaudama.

ARABIC.**Prose.**

Maqaddamā-i-Ibn Khalladūn.	Fifty pages.
Maqāmāt-i-Hariri	The second half.

Poetry.

Hamāsah	The whole.
Diwani-i-Mutanabbi	
Sabai Muallaqah	

PERSIAN.**Prose.**

Munshi Muhammad Mahdi.	Durrāi Nadirah.
Shamsuddin Faqir	Hada'iq-ul-Balaghāt.
Salī	Uruz.
Abu'l Fazl	Akbarnāmāh, Vol. I.
Jami	Ruq'at.
Jami	Qawafi.

Poetry.

Khaqani . . .	Qasaid.
Khusrau . . .	Qiranu-s-S 'dain.
Fardeusi . . .	Selections from the Shánámah, by Col. Jarrett, Calcutta, 1880.

Hakim Sanáí . . .	Hadiqah.
Anwari . . .	Diwan.
Habib Qááni . . .	Qasaid, first half.

Candidates are also required to possess a knowledge of Arabic to the extent laid down in the Course for the First Examination in Arts.

SANSKRIT.

Kálidása . . .	Vikramorvasi.
Sudraka . . .	Mruchhakatika.
Bhavabhúti . . .	Mahaviracharita.
Visákhadatta . . .	Múdra Rákshasa.
Bánabhatta . . .	Kádambari Purvabhága.
Sri Harsha . . .	Naishada-Charita, XI, XIII and XVII.

Vyása and Sankara . . .	Vedanta Sutras and Bháshya, first four sutras of the 1st Adhyáya, and 1st and 2nd Padas of the 2nd Adhyáya.
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Visvanáth Panchánana . . .	Bhásháparichchheda with Siddhánta Muktávali (omitting from the latter the section on Anumána, beginning with the words <i>Anumitim Vyutpadayati</i> to <i>Upamitim Vyutpadayati</i> and <i>Vyatirekavyápti</i> and <i>Upádhí</i>).
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Váchaspati Misra . . .	Tattva Kaumudi.
Upanishad . . .	Isá, Kena, Katha, with Sankara Bháshya.

Rigveda . . .	Hymns from the Rigveda, edited by Peter Peterson, M. A.
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Pánini . . .	Vaidika Prakriya, Karaka and Samása as contained in Siddhanta Kaumudi.
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Manu . . .	Sanhita (the whole).
Mammata Bhatta . . .	Kávyá Prakása.

Permanent Subjects.

Max Müller . . .	Science of Language, Vols. I, II.
Muir . . .	Sanskrit Texts, Vol. V.

Students may take up Cunningham's Corpus Inscriptionum instead of one of the following groups:—

GROUP I.

Bháshá Parichchheda and Siddhanta Muktávali (limited as above).

GROUP II.

Tattva Kaumudi and Vedánta Sutra (limited as above).

MATHEMATICS.

Todhunter . . .	Algebra.
Todhunter . . .	Plane Trigonometry.
Burnside and Panton . . .	Theory of Equations, Chaps. I—XII.
Salmon . . .	Conic Sections.
Smith . . .	Solid Geometry.
Williamson . . .	Differential Calculus.
Williamson . . .	Integral Calculus.
Greenhill . . .	A Chapter in the Integral Calculus.
Forsyth . . .	Differential Equations, Chaps. I—IV, Chap. VIII, arts. 150—164, and Chap IX.

Minchin . . .	Statics, arts. 1—218, 235—241, 250—279, 297—301, 315—347.
Williamson and Tarleton . . .	Dynamics, Chaps. I—VIII.

Besant . . .	Hydromechanics, Part I (Hydrostatics).
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Minchin . . .	Uniplanar Kinematics, Chapters I, II, IV, V, and VI, sections 1 and 2.
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Heath . . .	Optics.
Casey . . .	Spherical Trigonometry, Chaps. I, II, V, IX.

Godfray . . .	Astronomy.
Newton . . .	Principia, Sections I, II, III.
Routh . . .	Rigid Dynamics, arts. 1—18, 24, 48—50, 66—213 (or the corresponding portions of Williamson and Tarleton's Dynamics).

HISTORY.

(a) No text-books.	
(b) Hallam . . .	Middle Ages, Chap. VIII, Part 3, and notes.

Hallam . . .	Constitutional History of England.
Erskine May . . .	Constitutional History of England.

(c) As a Period . . .	The History of Europe during the 16th Century.
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Hume . . .	History of England.
Froude . . .	History of England.
Robertson . . .	Charles V.
Prescott . . .	Philip II.
Motley . . .	Rise of the Dutch Republic.

(d) Guizot . . .	History of Civilisation.
Mill . . .	Representative Government.
Austin . . .	Jurisprudence, Lectures V and VI.
Wheaton . . .	International Law, Parts I and II.

(e) Sidgwick . . .	Principles of Political Economy.
Mill . . .	Political Economy.
Leone Levi . . .	History of British Commerce.
Adam Smith . . .	Wealth of Nations.

*NATURAL AND PHYSICAL SCIENCE.**A.—CHEMISTRY.*

Roscoe and Schorlemmer . . .	Treatise on Chemistry, Vols. I and II Parts I and II.
Watts . . .	Fownes' Organic Chemistry, edited by Watts.
Frankland . . .	Lecture Notes for Chemical Students, Vol. II, Organic Chemistry.
Valentin . . .	Qualitative Chemical Analysis.
Thorpe . . .	Quantitative Chemical Analysis.

*B.—HEAT, ELECTRICITY AND MAGNETISM AS PRINCIPAL SUBJECTS WITH LIGHT AND SOUND AS SUBSIDIARY SUBJECTS.**Principal Subjects.*

Mascart and Joubert . . .	Electricity and Magnetism, Vol. I.
Maxwell . . .	Elementary Treatise on Electricity.
Faraday . . .	Experimental Researches in Electricity, Vol. I.
Clausius . . .	Mechanical Theory of Heat.
Maxwell . . .	Theory of Heat, 5th edition, omitting pages 195—208.
Fourier . . .	Theory of Heat, Chaps. I and II.
Balfour Stewart . . .	Treatise on Heat.
Stewart and Gee . . .	Practical Physics, Vol. II.
Glazebrook and Shaw . . .	Practical Physics, Chaps. VIII—XIII (omitting section 31).

Subsidiary Subjects.

Daniell . . .	Text-book of the Principles of Physics, 1st edition, Chap. V, pages 74—133; Chaps. XIV and XV, or corresponding chapters of 2nd edition.
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*C.—LIGHT AND SOUND AS PRINCIPAL SUBJECTS, WITH HEAT, ELECTRICITY AND MAGNETISM AS SUBSIDIARY SUBJECTS.**Principal Subjects.*

Airy . . .	On the Undulatory Theory of Optics.
Aldis . . .	Fresnel's Theory of Double Refraction.
Glazebrook . . .	Physical Optics.
Heath . . .	Geometrical Optics (omitting Chaps. V and VI, arts. 96—114, and Chap. VIII).
Helmholtz . . .	Sensations of Tone, Introduction, and Chaps. I—VIII.
Everett . . .	Vibratory Motion and Sound.
Donkin . . .	Acoustics, omitting Appendix to Chap. IV, Appendix to Chap. VI, and arts. 125, 131—135, 138—155, 162—214.
Glazebrook & Shaw . . .	Practical Physics, Chaps. VIII—XX.

Subsidiary Subjects.

Daniell . . .	Text-book of the Principles of Physics, Chaps. VII, XIII and XVI, 1st edition, or corresponding Chaps. of 2nd edition.
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D.—BOTANY.

Asa Gray . . .	Structural Botany.
Sachs . . .	Text-book of Botany (translated by Bennet and Dyer)
Balfour . . .	Palaeontological Botany.
Nicholson . . .	Manual of Palaeontology, Vol. II, Chapters on Palaeobotany.
Roxburgh . . .	Flora Indica, Clarke's Edition (for reference in identifying Indian plants).
Sachs . . .	Physiology of Plants translated by Ward (1887).

E.—PHYSIOLOGY AND ZOOLOGY.

Gegenbauer . . .	Elements of Comparative Anatomy translated by Bell.
Gamgee . . .	Physiological Chemistry of the Animal body.
Claus-Sedgwick . . .	Text-book of Zoology.
Balfour . . .	Comparative Embryology.
Darwin . . .	Origin of Species.

F.—GEOLOGY AND MINERALOGY.

Geikie . . .	Text-book of Geology.
Nicholson . . .	Palaeontology.
Blanford . . .	Sketch of the Geology of India (being the introduction to the Manual of the Geology of India).
Dana . . .	Text-book of Mineralogy.
Rutley . . .	The Study of Rocks.

A. M. NASH,
Offg. Registrar.

SENATE HOUSE,
The 20th October 1890.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 15th October, 1890.

PARTICULARS.	3½ PER CENT. TRANSFER LOAN OF 1855-54.	4 PER CENT. LOANS					4½ PER CENT. LOANS			TRANSFER LOAN OF 1875-76 PER CENT. PORTION.	5 PER CENT. LOAN OF 1890-97.	GRAND TOTAL.
		Of 1855-56.	Of 1855-57.	Of 1854-55.	Transfer of 1865.	Reduced 4 per cent. Loan of 1875.	Total.	Of 1878.	Transfer Loan of 1875-76 per cent. PORTION.			
Balance of 30th September, 1890	54,700	12,02,560	25,13,500	3,22,21,600	2,27,14,700	4,50,99,800	1,94,76,600	63,32,000	9,95,73,500	1,33,800	32,200	22,93,94,460
<i>Add—</i> Amount of the following Loans transferred to 4 per cent., 1854-55, in London :— 4½ per cent., 1878. 4½ per cent., 1879. 4½ per cent., 1880.	...	...	...	...	* 33,84,700	...	33,84,700	...	...	...	...	33,84,700
Amount enfaced at Madras between 1st and 15th October, 1890	...	...	...	3,66,300	8,00,000	4,58,000	16,24,300	...	60,000	...	...	16,84,300
Amount enfaced at Bombay between 1st and 15th October, 1890	...	...	...	5,51,200	96,700	2,24,000	39,000	1,15,500	8,66,100	...	...	18,92,500
Amount enfaced at Calcutta between 1st and 15th October, 1890	...	...	...	6,26,800	39,02,800	10,45,600	50,500	...	4,79,000	...	...	61,04,700
<i>Deduct—</i> Amount written off in the London Registers	54,700	12,02,560	25,13,500	3,37,65,700	3,08,98,900	4,68,27,400	1,95,66,100	64,47,500	10,09,78,600	1,33,800	32,200	24,24,60,660
Balance on 15th October, 1890	...	...	5,600	1,81,400	3,38,000	1,77,800	7,04,300	99,700	43,54,900	...	...	51,58,900
	54,700	12,02,560	25,07,900	3,35,84,500	3,05,60,900	4,66,49,600	1,95,64,600	63,47,800	9,66,23,700	1,33,800	32,200	22,73,01,760

NOTE.—From 9th June, 1887, to 15th Aug., 1890, enfaced from India 6,440 lakhs; re-transferred from London 5,516 lakhs, " 16th Aug., 1890, to 31st " " " " " 44 " " 1st Sept. " to 15th Sept. " " " " " 94 " " 16th " " to 30th " " " " " 48 " " 1st Oct., " to 15th Oct., " " " " " 19 " " 6,737 lakhs. 5,731 lakhs.

Balance against India 1,066 lakhs.

* This amount includes Rs. 4,00,000, being balance of 4½ per cent. Rupee Loan Certificates of 1880, which stood at credit of Government of India and is now transferred to 4½ London Registers.

PUBLIC DEBT OFFICE,
BANK OF BENGAL,
Calcutta, 18th October, 1890.

W. WESTLAND,
Offg. Secretary & Treasurer.

ADMINISTRATOR GENERAL OF BENGAL.

Notice of death sent to the Administrator General of Bengal under Section 64 of Act II of 1874.

Name of deceased.	Place of death.	Date of death.	By whom and when death reported.	REMARKS.
A. L. Muirhead .	Lakhai . . .	27th July, 1890 .	Officiating District Judge of Sylhet, on the 6th August, 1890.	Will left. Assets not known. Messrs. H. J. Rose and R. Mitchell, Executors. No application for probate or administration. Mr. Rose in possession of effects.
H. C. Owen . .	General Hospital, Rangoon.	25th August, 1890	Civil Judge of Mandalay, Upper Burma, on the 2nd September, 1890.	Intestate. Assets about Rs. 1,500. Lieutenant E. O. Owen, 5th Bombay Cavalry, Kashmir, brother of the deceased. No application for administration.
Mr. T. Blair . .	Eden Sanitarium, Darjeeling.	9th August, 1890	District Judge of Dinapore, on the 17th September, 1890.	Intestate. Assets about Rs. 63-5-0. No application for administration.
Apothecary O'Brien .	Mandalay . . .	23rd February, 1890	Civil Judge of Mandalay, on the 17th September, 1890.	No will found. Assets under Rs. 1,000. No application for administration.
Mr. Parson . . .	Lakhisaraya, Bhagalpore District.	28th July, 1890 .	Judge of Patna, on the 22nd September, 1890.	No will found. Assets about Rs. 13,284-12-3. Deceased was an Inspector of East Indian Railway Station at Mokama, in Patna District. The Administrator General of Bengal applies for administration.
Mrs. M. E. Hamilton .	Lahore . . .	14th August, 1890	District Judge of Lahore, on the 17th September, 1890.	No will. Assets about Rs. 260. No application for administration.
A. J. White . . .	Allahabad . . .	6th September, 1890.	Judge of Allahabad, on the 19th September, 1890.	Intestate. Assets about Rs. 700. Mother, Mrs. G. White, in England. No application for administration.
C. F. Morgan . . .	Silliguri, Darjeeling .	25th August, 1890	District Judge of Dinapore, on the 23rd September, 1890.	Intestate. Property nominal. A sister in England.
Robert Peverley . .	Nigriting Tea Garden, Sibsagar.	28th June, 1890 .	Judge of Assam Valley District, on the 24th September, 1890.	No will. Assets about Rs. 758-12. Mother and brother in England. Property in charge of Mr. A. B. Holmes, Agent, Brahmaputra Tea Company, Sibsagar. No application for administration.
W. Linton . . .	Kamptee . . .	28th May, 1890 .	Deputy Commissioner, on the 24th September, 1890.	Intestate. Deceased was a military pensioner of the 44th Foot. Assets about Rs. 493-12-9. Sister, Mrs. Mary Coulson, Waterloo Road, Market Rasen, Lincolnshire; brother-in-law, Thomas Antiliff, Rotherham, Yorkshire.
M. Coleman . . .	Nagpur . . .	6th July, 1890	Deputy Commissioner, on the 24th September, 1890.	Intestate. Assets about Rs. 108. No application for administration. Deceased was a clerk to the Agent of the Bengal-Nagpur Railway.
S. A. Hill . . .	Allahabad . . .	23rd September, 1890.	Judge of Allahabad, on the 29th September, 1890.	Will left. Widow executrix will prove it. Assets about Rs. 10,000, value of a house, besides furniture, carriages, &c. Deceased was a Professor in the Muir College, and Meteorological Reporter to the Government of the North-Western Provinces.
Robert Arthur Sylvester Faulkner .	Phulbaria Tea Estate, District Darrang.	28th August, 1890	Judge of Assam Valley District, on the 27th September, 1890.	Intestate. Property with the sister of the deceased, Mrs. R. McCabe. No application for administration. The deceased was an Assistant Tea Planter.
Driver T. Cullen .	Medical College Hospital.	21st January, 1890	District Judge of Dinapore, on the 29th September, 1890.	No will. Assets about Rs. 96-2. Mother, Mrs. E. Cullen, 12, Bishop Street, Dublin. No application for administration; deceased was a driver on the D. and H. Railway.

L. P. D. BROUGHTON,
Administrator General of Bengal.

ADMINISTRATOR GENERAL'S OFFICE,
COUNCIL HOUSE STREET,
CALCUTTA,
The 17th October, 1890.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATION.

The 17th October, 1890.

No. 4546-G.—In continuation of this Office Notification, No. 2712-G., dated 10th July, 1890, it is hereby notified that Lieutenant A. F. Pinhey, B.S.C., Superintendent of Operations for the Control of the Moghias in Rajputana and Central India, and Assistant Political Agent, Banswara and Pertabgurh, returned to duty on the forenoon of the 1st October, 1890, from the privilege leave granted him in this Office Notification, No. 2492-G., dated 27th June, 1890.

By Order,
K. D. ERSKINE, Lieut.,
for First Asst. Agent to the Govr.-Genl.,
Rajputana.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 13th October, 1890.

No. 42.—The undermentioned officers are transferred, in the interests of the public service, to the Zhob Valley Railway Survey:—

From the North-Western Railway.

Captain J. R. L. Macdonald, R.E., Executive Engineer, 4th grade, temporary rank.
Lieutenant P. G. Twining, R.E., Assistant Engineer, 2nd grade.
Lieutenant H. H. Austin, R.E., Assistant Engineer, 1st grade.

From the Frontier Railway Survey.

Lieutenant T. B. Moore, R.E. Assistant Engineer, 2nd grade.
Lieutenant R. E. Tomkin, R.E., Assistant Engineer, 2nd grade.

From the Moghal-Sarai-Howrah Railway Survey.

Lieutenant P. J. F. Macaulay, R.E., Assistant Engineer, 2nd grade.

The 15th October, 1890.

No. 43.—Mr. W. A. Lesmond, Executive Engineer, 2nd grade, is transferred, in the interests of the public service, from the North-Western Railway to the Moghal-Sarai-Howrah Railway Survey.

R. A. SARGEANT, *Lieut.-Col., R.E.,*
Offg. Director-General.

NORTH-WESTERN RAILWAY.

NOTIFICATION.

Lahore, the 18th October, 1890.

No. 10.—Mr. A. J. Chew, Assistant Engineer, 1st grade, is granted, under Article 370 of the Civil Service Regulations, leave on private affairs for six months, with effect from 13th October, 1890, or such subsequent date as he may be permitted to avail himself of it.

W. A. J. WALLACE, *Colonel,*
Manager, N.-W. Railway.

REPORTS OF DESERTIONS.

Report of a Deserter from the 2nd Battalion, Middlesex Regiment of Foot, dated at Mhow, this 16th day of October, 1890.

umber, Rank, and Name, —No. Conngt. Ranger— 3515. Private Frederick Curtis.	Date of Enlistment,—2nd May, 1877.
Age,—28 years 6 months. Size,—5 feet (about) 6 inches	At what place Enlisted,— Warley, Essex.
Colour of— Complexion, brown; Hair, fair; Eyes, hazel.	Parish and County in which Born,—Islington, Lon- don, Middlesex.
Date of Deserction,—12th October, 1890.	Marks,— Trade,—Musician. Coat or Jacket,—
Place of Deserction,—Al- lahabad (en route from Dinapore to Mhow).	Waistcoat,— Breeches or } Trowsers,— } REMARKS,— Under 14 years' service.

H. D. WADE-DALTON, *Lieut.-Colonel,*
Comdg. and Battn., Middlesex Regt. of Foot.

CEMETERY NOTICE.

Notice is hereby given to the friends of the deceased named below for expression of their willingness to undertake the cost noted against the names of the deceased for the repair of their tombs at Pubna:—

Serial No.	Particulars.	Cost.
	<i>Pubna.</i>	<i>Rs a. p.</i>
1	Tomb of E. S. Masely . . .	5 0 0
2	" T. Parker . . .	6 0 0
3	" Elizabeth, M.A. . . .	4 0 0
4	" F. R. D. Reily . . .	5 0 0
5	" Dabid Simson . . .	5 0 0
6	" No inscription . . .	8 0 0
7	" J. Rayneau . . .	5 0 0
8	" No inscription . . .	5 0 0
	TOTAL . . .	43 0 0

G. K. DEB,
Offg. Magte. of Pubna.

POST OFFICE.

NOTIFICATIONS.

*Unclaimed Letters held in the Calcutta General Post Office
on 23rd October, 1890.*

Balestris, James E.	Holland, T. H.	Spencer & Co.,
Brockmann & David.	Kings, John Leonard.	Book-sellers and
Calcutta Agents for	McKerron, W. & Co.	Publishers.
Messrs. Sydney	Perret, P.	Target, M.
Carlton & Co.	Peters, John & Co.	Trotter, Alexander.
Cleminson, Robert.	Pichler, Moritz.	White, A. & Co.
DeFerrier, LeBaron,	Pity, R. K.	Wood, Lake & Co.
Dray, J. J.	Roul, H.	
Editor of the North	Solomon, A. W.	
Indian Missionary		
Intelligencer.		

Letters marked "Care of Post Office"

Abramovitz, H.	Kirkman, Dr.	Port, Kintzing
Andrews, S. J.	Lees, W. H.	Pullen, C. V.
Bally, Albert.	Legres, G.	Puicoll, Mrs.
Bambridge, G. H.	Leonard, Captain	Reymond, Madam A.
Beardmore, J. C.	C. B.	Roberts, C.
Bird, Charles A.	Lindgren, John.	Rodnor, W. H.
Cock, Mrs. Sarah.	Martin, Chas.	Rollings, John.
Costello, L.	Martin, H.	Ross, A. M.
Cuminc, G. L.	McDermott, Mrs. A.	Rounsac, W. A.
Rhimsohu, T.	Moody, C. J.	Rowbotham, H. M.
Freedman, J. J.	Morgan, Col.	Senior, Lewis.
Galbraith, J. R.	Mouthaan, M.	Shaw, Mrs.
Good, W. M.	Murray, A. H.	Sibthorpe, Lieutenant.
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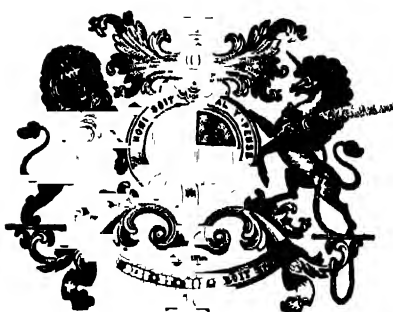
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Advertisements and Notices by Private Individuals and Corporations.

PROMISSORY NOTES.

Lost, Stolen, or Destroyed.

The Government Promissory Notes, Nos. 257559, 268463, and 268464 of the 4 per cent. of 1865 for ₹300, ₹500, and ₹500, respectively, originally standing in the names of the Accountant General, High Court, Madras, and the Bank of Madras, respectively, and last endorsed to

A. DeSouza Barrett, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon having been stopped at the Public Debt Office, Bank of Bengal, an application is about to be made for the issue of duplicates in favour of the proprietor.

A. DESOUZA BARRETT,
Hyderabad, Deccan.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 1, 1890.

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PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 25th October, 1890.

From the 8th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 1st November, all Notifications and other matter intended for publication in the *Gazette*, should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATIONS.

Simla, the 8th October, 1890.

No. 24.—The services of 3rd grade Assistant Surgeon Udai Bhan, of the Imperial List, are placed temporarily at the disposal of the Chief Commissioner, Central Provinces.

The 20th October, 1890.

No. 25.—With reference to Notification, No. 268, dated the 27th September, 1890, by the Government of India, Home Department, Assistant Apothecary W. H. Robinson is appointed to have medical charge of the Junior grades of the Secretariat Establishments of the Government of India at Simla, in addition to his own duties, from 22nd September, 1890, till further orders.

W. R. RICE, M.D.,

Surgeon-General with the Govt. of India.

Statement of the Affairs of the Bank of Bengal for the week ending 28th October, 1890.

LIABILITIES.			ASSETS.		
	R	a. p.		R	a. p.
Capital paid up	2,00,00,000	0 0	Government Securities	1,31,02,940	0 0
Reserve Fund	47,00,000	0 0	Other authorized Investments	74,76,465	12 0
Public Deposits at	R	a. p.	Loans on Government and other		
Head Office	91,44,873	15 4	authorized Securities	72,87,576	8 9
Public Deposits at			Accounts of Credit on Government		
Branches	84,52,982	12 10	and other authorized Securities	52,23,096	9 8
			Bills discounted and purchased	1,43,36,385	3 5
			Balances with other Banks	4,75,510	0 10
			Bullion	5,37,907	6 1
			Dead Stock	12,15,749	12 7
			Stamps	9,584	10 9
			Sundries	10,87,952	8 5
				5,07,53,168	8 6
Other Deposits at Head Office and			Cash and Cur-	R	a. p.
Branches	6,16,42,656	3 10	rency Notes at		
Bank Post Bills, &c.	8,41,560	11 7	Head Office	3,33,50,101	6 2
Sundries	27,46,503	10 2	Cash and Cur-		
			rency Notes at		
			Branches	2,33,95,307	7 1
RUPEES	10,75,28,577	5 9	RUPEES	10,75,28,577	5 9

BANK OF BENGAL,
Calcutta, the 30th October, 1890.

F. T. LEWIS,
Offg. Chief Accountant.

By Order of the Directors,
W. WESTLAND,
Offg. Secretary & Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 68·5.

CALCUTTA MINT.*Statement of Silver Balance in the Calcutta Mint for the fortnight ending 29th October, 1890.*

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 15th October, 1890	45,20,452	
Value of Government silver in the Mint on the same date	20,73,118	
ADD—		65,93,570
Silver received by the Mint during the fortnight on account of the Currency Department	5,61,342	
Ditto ditto Government	825	
		5,62,167
DEDUCT—		71,55,737
New coin paid to Reserve Treasury during the fortnight	4,00,000	
Petty items issued for miscellaneous purposes . . . . .	...
		4,00,000
Balance on the evening of the 29th October, 1890 . . . . .	...	67,55,737
The Balance comprises—		
Silver held on account of the Currency Department	50,81,794	
Ditto ditto Government	16,73,943	
		67,55,737
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	30,94,135	
Ditto ditto Government . . . . .	...
		30,94,135

A. W. BAIRD, *Lieut.-Colonel, R.L.,*
Master of the Mint.

CALCUTTA MINT,
The 30th October, 1890.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.**NOTIFICATIONS.**

The 22nd October, 1890.

No. 4646-G.—In continuation of this Office Notification, No. 4245-G., dated 1st October, 1890, it is hereby notified that Major A. P. Thornton, B.S.C., resumed charge of his duties as Political Agent, Harowtee and Tonk, from Captain T. C. Pears, on the forenoon of the 17th idem.

By Order,
K. D. ERSKINE, *Lieut.,*
for First Asst. Agent to the Govr.-Genl.,
Rajputana.

Abu, the 24th October, 1890.

No. 4706-G.—In continuation of this Office Notification, No. 3610-G., dated 1st September, 1890, it is hereby notified that Surgeon H. N. V. Harington, Medical Officer of the Deoli Irregular Force, and of the Harowtee and Tonk Agency, returned to duty on the afternoon of the 14th October, 1890, from the privilege leave granted him in Foreign Department Notification, No. 1354-G., dated 13th August, 1890.

By Order,
L. IMPEY, *Lieut.,*
for First Asst. Agent to the Govr.-Genl.,
Rajputana.

RAJPUTANA AND CENTRAL INDIA ADMINISTRATIONS, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

Indore, the 27th October, 1890.

No. 258-S.—In exercise of the powers conferred by Section 3, Sub-Section (1) of the Wild Birds' Protection Act (XX of 1887), the Chief Commissioner of Ajmere-Merwara is pleased to notify that the Schedule appended to the Notification, No. 196-S., dated the 22nd January, 1889, is hereby cancelled, the following Schedule being substituted for it, with effect from the 1st November, 1890:—

Schedule.—To be substituted for the Schedule published under Notification No. 196-S., dated 22nd January, 1889.

All kinds Partridge and Bustard.	15th March to 31st August.
Sand Grouse	1st April to 30th June.
Hares	1st April to 31st August.
Sambur	1st April to 30th September.
Peafowl, Antelope, and Gazelles.	1st June to 30th September.

By Order,

G. F. L. MARSHALL, *Lt.-Col., R.E.,*

*Secy. to the Chief Commr., Ajmere-Merwara,
in the P. W. D.*

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATIONS.

The 20th October, 1890.

No. 1152—375-II.—With reference to this Office Notification, No. 406—375-II., dated the 19th April, 1890, it is hereby notified that Mr. F. L. Reid, Principal of the Ajmere Government College and Inspector of Schools, Ajmere-Merwara, who was granted an extension of twenty-four days' extraordinary leave without allowances by the Secretary of State, returned to duty and resumed charge of his office from Mr. T. Harris on the forenoon of the 9th October, 1890.

By Order,

K. D. ERSKINE, *Lieut.,*

*for First Asst. to the Govr.-Genl.'s Agent,
Rajputana, & Chief Commr., Ajmere-Merwara.*

Abu, the 22nd October, 1890.

No. 1164—96-III.—With reference to this Office Notification, No. 861—96-III., dated the 5th August, 1890, Captain J. A. Bell, Commandant, Deoli Irregular Force, on return from privilege leave, resumed charge of his duties as Cantonment Magistrate, Deoli, from Captain E. R. Penrose, on the forenoon of the 15th October, 1890.

By Order,

L. IMPEY, *Lieut.,*

*for First Asst. to the Agent to the Govr.-Genl.,
Rajputana, & Chief Commr., Ajmere-Merwara.*

NOTIFICATION.

Bangalore, the 9th October, 1890.

No. 758.—Under the provisions of Section 18 of Act XIII of 1880 (Vaccination Act) the District Magistrate appoints the 2nd Magistrate of the Civil and Military Station of Bangalore to entertain the reports of the Superintendent of Vaccination for breaches committed under the above Act, and to dispose of them in the manner therein provided.

H. M. S. MAGRATH,

*District Magistrate,
Civil and Military Station, Bangalore.*

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 21st October, 1890.

No. 52-A.—The following sub. *pro tem* promotions are ordered in the Engineer Establishment, with effect from the dates specified:—

Name.	From	To	Date.
Graves, Lt.-Col. H. A., S.C.	E. E., II	E. E., I	Sept. 3, 1890.
Badgley, Major J. M. F., R.E.	E. E., III	E. E., II	Do.
Macdonald, Capt. J. R. L., R.E.	T. E., IV	E. E., IV	Do.

The 23rd October, 1890.

No. 53-A.—Lieutenant W. G. R. Cordue, R.E., temporary Executive Engineer, Ferozepore Division, Military Works, was placed in charge of the Mooltan Division, Military Works, in addition to his own duties, with effect from the afternoon of the 20th August, 1890.

G. E. SANFORD, *Brigdr.-Genl., R.E.,*

Director-General of Military Works.

CEMETERY NOTICE.

Notice is hereby given to the friends of the deceased named below for expression of their willingness to undertake the cost noted against the names of the deceased for the repair of their tombs at Pubna:—

Serial No.	Particulars.	Cost.
	<i>Pubna.</i>	<i>R. a. p.</i>
1	Tomb of E. S. Masely . . .	5 0 0
2	" T. Parker . . .	6 0 0
3	" Elizabeth, M.A. . .	4 0 0
4	" F. R. D. Reily . . .	5 0 0
5	" Dabid Simson . . .	5 0 0
6	" No inscription . . .	8 0 0
7	" J. Rayneau . . .	5 0 0
8	" No inscription . . .	5 0 0
	TOTAL . . .	43 0 0

G. K. DEB,

Offg. Magts. of Pubna.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 24th October, 1890.

No. 7950.—Babu Purna Chandra Mukerjee, Officiating Superintendent of Post Offices, 4th grade, is granted privilege leave for one month, from the 8th September, 1890.

No. 7952.—Babu Profulla Chandra Banerji, Superintendent of Post Offices, officiating in the 2nd grade, is granted privilege leave for one month and fourteen days, from the 15th October, 1890, or any subsequent date on which he availed himself of it.

Babu Rajkristo Sen is appointed to act as a Superintendent of Post Offices in the 4th grade during the absence of Babu Profulla Chandra Banerji, or until further orders.

No. 7954.—The following appointments are made, with effect from the 27th August, 1890:—

Rai Ramoutar Singh, Bahadur, Superintendent, 2nd grade, to the 1st grade.

Mr. C. Allsop, Superintendent, 2nd grade, sub. *pro tem.*, to the 2nd grade, permanently.

Mr. A. Franks Ryan, Superintendent, 3rd grade, to the 2nd grade.

Mr. G. F. Stowell, Superintendent, 3rd grade, to the 2nd grade.

Lalla Girdhari Lal, Superintendent, 3rd grade, to the 2nd grade, sub. *pro tem.*

Mr. P. Anantha Charlu, Superintendent, 3rd grade, sub. *pro tem.*, to the 3rd grade, permanently.

Mr. A. C. Firth, Superintendent, 4th grade, to the 3rd grade.

Mr. N. G. Wait, Superintendent, 4th grade, to the 3rd grade.

Mr. P. Gorman, Superintendent, 4th grade, to the 3rd grade, sub. *pro tem.*

No. 7956.—Mr. R. J. Hogan is appointed to act as a Superintendent, Railway Mail Service, in the 4th grade, from the 1st August, 1890, until further orders.

No. 7958.—Babu Hem Nath Bose is appointed to act as a Superintendent of Post Offices in the 4th grade, from the 5th August, 1890, until further orders.

No. 7960.—Mr. C. H. Watts, sub. *pro tem.* 1st class Mail Officer, Sea Post Office, Bombay, is granted privilege leave for two months and ten days, from the 6th October, 1890, or any subsequent date on which he may avail himself of it.

Mr. G. S. Hooper, sub. *pro tem.* 2nd class Mail Officer, is appointed to officiate in the 1st class during the absence of Mr. Watts, or until further orders.

Mr. C. C. Dalbadyhl, Mail Officer, 3rd class, is appointed to officiate in the 2nd class, *vice* Mr. Hooper.

The 31st October, 1890.

No. 8045.—Mr. H. C. Sheridan, Superintendent of the Railway Mail Service, attached to the Office of Director General of the Post Office, was granted privilege leave from the afternoon of the 7th to the 24th October, 1890, inclusive.

H. M. KISCH,

Offg. Dir. Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 28th October, 1890.

Balestrin, James E.	Editor of the North Indian Missionary	Smylie, Revd. S. M.
Brookmann & David.	Intelligencer.	Solomon, A. W.
Calcutta Agents for Messrs. Sydney, Carlton & Co.	Great Western Soap Company.	Booksellers and Publishers.
Calcutta Agents for Messrs. Ransome & Co.	Kings, John Leonard.	Stebbins, Mr. Geo. C.
Campbell, Mr. A. C.	McKerron, W. & Co.	Target, M.
Chamberlain, Mr. C.	Metheral, James, Esq.	Trotter, Alexander.
Cleminson, Robert.	Peters, John & Co.	Watson, G. W.
DeFarrier, LeBaron.	Pichler, Moritz.	White, A. & Co.
Doray, J. J.	Pity, R. K.	White, J. C.
	Rautenberg, Schmidt & Co.	Wood, Lake & Co.
		Woodyear, William, Esq.

Letters marked "Care of Post Office"

Andrews, S. J.	Howleigh, Bertram, Esq.	Paulin, William.
Bally, Albert.	Humphrys, S. H.	Pietso, R.
Bambridge, G. H.	Irving, J. D.	Player, J.
Beardsmore, J. C.	Jackson, G. M.	Pootskalo, G.
Bird, Charles A.	Johnson, C. L., Esq.	Port, Kintzing.
Boddam, R. W.	Johnson, M. A. F.	Purcell, Mrs.
Cock, Mrs. Sarah.	Jones, F. G., Esq.	Robert, P.
Costello, L.	Keightley, H.	Roberts, C.
Cotton, Capt. H. R.	Kenny, Mrs. Irwin T.	Ross, A. M.
S.	Kirkman, Dr.	Rowbotham, H. M.
Craemers, Mr. Henry	Lee, W. H.	Scott, M. T.
A.	Legros, Revd. G.	Scott, W. A., Esq.
Crawford, C. S., Esq.	Landfred, John.	Senior, Lewis.
Cumine, G. L.	Martin, Chas.	Sibthorpe, Lieutenant.
Ehimsohu, T.	Martin, H. W.	Sterndall, Miss H.
Finbarg, Mrs. A.	McDermott, Mrs. A.	Thompson, J.
Freedman, J. J.	Moody, C. J.	Tucker, Thomas.
Galbraith, J. R.	Morgan, Col.	Twining, T. V.
Geary, Mr. C.	Murray, A. H.	Vincent, Joseph.
Good, W. M.	Hallor.	Vischnegorski,
Gubbay, J. S.	Murray, Miss Minnie.	Alexander.
Hammond, Revd. B.	Nickertain, F.	White, Dr.
Hanley, Mrs. W.	Olsen, Johan.	Williams, H.
Hewitt, F. T.	Parker, G. F.	Wilson, G. F.
Hickman, W. C.		Wishard, L. D.
Hood, Colonel W. C.		

Registered Letters.

Bally, Albert.	Jones, Mr. R. H.	McDermott, Mrs. A.
Braidwood, L. D.	Wym.	Player, John.
Hewitt, F. T.		

Unclaimed Letters held in the Barrackpore Post Office on the 27th October, 1890.

Dickens, Mr.	Grasur, W., Esq.	Nyss, E. W., Esq.
Earlen, C. P., Esq.	Gwyther, W. B., Esq.	Thornton, Mrs. L.
Farewell, D. F., Esq.	Hare, Mrs. D.	Watson, W. J., Esq.
Fentis, Miss.	Hart, Geo., Esq.	Woodhouse, Mrs.

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

The 1st November, 1890.
SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
Egypt, Europe, America, Cape Colonies through United Kingdom.	1890. 5th Nov.	Per P. & O. Str. from Bombay.
Ditto (Book Post and Pattern Packets).	4th "	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies.	5th "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China, and Japan.	3rd "	Ditto.
Australia, New Zealand, and Tasmania.	3rd "	Ditto.
Colombo	6th "	Per P. & O. Str. <i>Nepaul.</i>
Straits, China, and Japan . .	7th "	Per Steamer <i>Kutsang.</i>
Rangoon and Moulmein . . .	4th "	Per Steamer <i>Rajpootana.</i>
Ditto ditto	7th "	Per Steamer <i>Pundua.</i>
Akyah, Kyaukpyu, Sandoway, and Rangoon.	5th "	Per Steamer <i>Euphrates.</i>
Port Blair	6th "	Per Steamer <i>Moharaja.</i>
South African Ports	4th "	Per Steamer <i>Congella</i> , from Madras.

N.B.—The letter-box for inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. or despatch by any Foreign Mails despatched the same night.

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

GOVERNMENT CINCHONA FEBRIFUGE.

This preparation is an efficient substitute for quinine, and can be purchased by Government officers for public and charitable purposes, and by any one taking *twenty pounds* at a time, from the Superintendent, Botanical Garden, Calcutta, *for cash only*, at the following rates—per four-ounce tin, *R3-14*; per eight-ounce tin, *R7-4*; per pound tin, *R14*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only*, at the under-noted rates—per four-ounce tin, *R4-14*; per eight-ounce tin, *R9-4*; per pound tin, *R17-8*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

گورنمنٹ سینکونا فبري فيوج

یہ دوا کوئیخانیوں کا عمدہ بدلہ ہے اور کلکتہ کے ہوتاہل کارکن یعنی کمپنی باغ کے سپرنٹنڈنٹ صاحب سے دوا ایک سالزم سرکاری واسطے سرکاری کام اور خیرات کے اور جو سڑکی ایک مسٹ ایس ہونڈ خرید کرنے والا ہو وہ نقد خرید کرنے کی شوط پر بیٹے کے لکھ ہوئے بھاڑ سے خرید کر سکتا ہے یعنی — چار اونس کے ٹیس کے تیس روپی چودہ آنے ; آٹھ اونس کے ٹیس کے سات روپی چار آنے ; ایک ہونڈ کے ٹیس کے چودہ روپی اور موام الناس ہوتاہل کارکن یعنی کمپنی باغ کے سپرنٹنڈنٹ صاحب سے بقیہ نقد نیچے کے لکھ ہوئے بھاڑ سے خرید کر سکتے ہیں یعنی — چار اونس کے چار روپی چودہ آنے ; آٹھ اونس کے ٹیس کے نو روپی چار آنے ; ایک ہونڈ کے ٹیس کے ستوا روپی آٹھ آنے

یہ دوا کلکتہ کے بڑے بڑے دلاہتی اور دیسی دوا خانوں سے بکتی ہے ماسوائے قیمت مذکورہ بالا کے محصول داک چار اونس ٹیس کے چار آنے ; اور آٹھ اونس کے ٹیس کے آٹھ آنے ; و ر ایک ہونڈ کے ٹیس کے بارہ آنے

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JOHN ELIOT,

*Meteorological Reporter to the
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CALCUTTA. SATURDAY, NOVEMBER 1, 1890.

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Advertisements and Notices by Private Individuals and Corporations.

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Lost, Stolen, or Destroyed.

The Government Promissory Notes, Nos. 273273 and 257741, of the 4 per cent. of 1865, for Rs1,000 and Rs500, respectively, originally standing in the name of Agent, Branch Bank of Bengal, Cawnpur, and then endorsed to Husaini Begam, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of duplicates in favour of the proprietor.

HUSAINI BEGAM,
Cawnpur.

Partially Destroyed.

The Government Promissory Note, No. A010934, of the reduced 4 per cent. of 16th January, 1879, for Rs1,000, originally standing in the name of the Joint Administrators of the Gondul State, and last endorsed to P. Sevapatha Moodelliar, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

P. SEVAPATHA MOODELLIAR,

No. 5, Agatha Cowl Street,
Black Town, Madras.

MADRAS,
The 16th October, 1890



SUPPLEMENT TO
The Gazette of India.

No. 44. } CALCUTTA, SATURDAY, NOVEMBER 1, 1890.

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR RAGI (Eleusine coracana).		KANGNI OR ITALIAN MILLET (Setaria italica).		GRAM, CHENA, CHOLA, KADALAY OR SUNAGA (Cicer arvense).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	11 13	11 13	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	220 0	220 0	19 12	20 3
Pegu (delicé)—																										
Pegu	...	...	...	...	9 7	9 7	11 5	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143 0	143 0	14 3	14 3
Kancon	...	...	...	...	9 4	9 4	11 4	11 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 3	14 3
Thabeiga	7 6	7 6	...	...	10 13	10 13	12 6	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bamca	...	...	...	...	11 4	11 4	15 4	16 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	221 12	221 12	15 12	15 12
Pegu (salad)—																										
Shwepyithar	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Thabeiga	...	...	...	...	12 5	11 7	14 6	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	450 0	450 0	14 0	14 6
Hanada	...	...	...	...	10 9	10 9	10 9	10 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	16 2	16 2
Prome	...	...	...	...	12 14	12 14	13 12	14 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	103 3	103 3	14 3	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 8	326 8	14 3	14 3
Thabeiga	...	...	...	...	11 11	10 12	13 13	13 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	...	...	...	...	10 5	10 13	11 4	12 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	63 0	16 4	19 0
Arakan—																										
Sandway	...	...	...	...	27 0	25 0	36 0	32 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	14 0	12 14
Kyaukse	...	...	...	...	17 12	16 13	19 5	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	333 0	333 0	15 0	15 8
Akyab	...	...	...	...	14 8	14 0	18 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	8 0	8 0
Assam—																										
Sibsagar	...	...	...	...	10 10	10 10	12 4	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	108 0	108 0	10 0	10 0
Sylhet	...	...	...	...	10 10	9 8	16 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 11	9 6
Lachar	...	...	...	...	6 0	6 0	7 0	7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	7 0	7 0
Khasi and Jaintia Hills	...	...	...	...	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	7 0	7 0
Garo Hills	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prinsep—																										
Godpala	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 0	9 0
Kamrup	...	...	...	...	7 0	7 0	13 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	...	...	...	...	10 8	10 8	12 8	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	9 0	9 0
Nowag	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0
Shabar	...	...	...	...	6 8	6 8	14 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 0	9 0
Lakhimpur	...	...	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	9 0	9 0

Eastern Hill Tracts—		Chittagong Hill Tracts—		Hill Tracts—		Mega Hills—		Eastern—		Bachagunge—		Noakhali—		Chittagong—		Tipperah—		Dacca—		Mymensingh—		Dacca—		Kholna—		24-Pergunnahs—		Midnapore—		Howrah—		Calcutta—		Hooghly—		Nuddia (Kishanghur)—		Jessore—		Farradpore—		Central—		Bhakoora—		Berdivan—		Beerbhoom—		Moornichalad—		Southal Pergunnahs—		Fubna—		Bogra—		Rajshahiye—		Maddah—		Narthern—		Rangpore—		Dinagpore—		Jalpaiguri—		Darjeeling—		Orissa—		Pooree—		Cuttack—		Balasore—		Chale-Nagpur—		Singhbhoom—		Manbhoom—		Lohardugga—		Hasaribagh—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
...

† Not sold.

t Khesap. husked.

R1 per 100 cobs.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890—continued.

[illegible]

[illegible]

6 Six pies per bundle.

† Not sold.

† Husked.

• Unhushed.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Echinochloa crus-galli</i>).		KANGNI OR KAKUN, ITALIAN MILLET (<i>Sesaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arctinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR TUR, CADIAN PEA (<i>Cajanus indicus</i>).		FIRWOOD.		SAGE.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Amritsar	16 0	17 0	23 0	25 0	...	...	10 0	10 0	20 0	20 0	19 0	22 0	...	...	...	...	23 0	24 0	19 0	20 0	...	...	120 0	120 0	11 0	11 0
Bathinda	19 0	20 0	26 0	30 0	...	...	10 0	10 0	25 0	25 0	22 0	24 0	...	...	...	...	26 0	26 0	30 0	30 0	...	...	105 0	105 0	13 0	13 0
Ferozepore	18 0	18 0	23 0	24 0	...	...	10 0	10 0	16 0	16 0	16 0	16 0	...	...	...	...	23 0	23 0	16 0	16 0	...	...	253 0	253 0	12 0	12 0
Montgomery																										
Orissa—																										
Gungah	17 0	16 0	19 0	20 0	...	...	10 0	10 0	19 0	19 0	17 0	17 0	...	...	...	...	19 0	20 0	19 0	20 0	...	...	130 0	130 0	11 0	11 0
Dumka	16 0	16 0	19 0	20 0	...	...	10 0	10 0	20 0	20 0	17 0	17 0	...	...	...	...	19 0	20 0	15 0	15 0	...	...	90 0	90 0	11 0	11 0
Ranchi	17 0	17 0	21 0	21 0	...	...	10 0	10 0	18 0	18 0	17 0	17 0	...	...	...	...	21 0	22 0	20 0	20 0	...	...	120 0	120 0	10 0	10 0
Khatwa	17 0	18 0	21 0	24 0	...	...	10 0	10 0	22 0	22 0	16 0	16 0	...	...	...	...	22 0	23 0	24 0	24 0	...	...	160 0	160 0	9 0	9 0
Labore	18 0	19 0	26 0	27 0	...	...	10 0	10 0	25 0	25 0	20 0	20 0	...	...	...	...	23 0	23 0	23 0	23 0	...	...	85 0	85 0	12 0	12 0
Sindh—																										
Uchaila	17 0	19 0	22 0	24 0	...	...	11 0	12 0	23 0	23 0	18 0	18 0	...	...	...	...	21 0	24 0	22 0	24 0	...	...	130 0	130 0	13 0	13 0
Lydhiana	19 0	19 0	27 0	27 0	...	...	12 0	13 0	27 0	27 0	22 0	22 0	...	...	...	...	22 0	23 0	24 0	24 0	...	...	110 0	110 0	12 0	12 0
Jhelum	19 0	21 0	24 0	30 0	...	...	8 0	8 0	24 0	24 0	19 0	19 0	...	...	...	...	20 0	21 0	23 0	24 0	...	...	100 0	100 0	12 0	12 0
Faisalpur	20 0	21 0	27 0	28 0	...	...	10 0	10 0	29 0	29 0	20 0	20 0	...	...	...	...	20 0	21 0	22 0	24 0	...	...	104 0	104 0	13 0	13 0
Gurdaspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	24 0	24 0	14 0	14 0	...	...	...	...	12 0	12 0	22 0	22 0	...	...	120 0	120 0	12 0	12 0
Amritsar	19 0	19 0	26 0	26 0	...	...	12 0	11 0	24 0	24 0	16 0	16 0	...	...	...	...	19 0	22 0	24 0	24 0	...	...	90 0	90 0	13 0	13 0
Hills—																										
Simla	11 0	10 0	15 0	15 0	...	...	8 0	8 0	15 0	15 0	14 0	14 0	...	...	...	...	10 0	12 0	13 0	13 0	...	...	65 0	65 0	8 0	8 0
Kangra	17 0	17 0	25 0	23 0	...	...	12 0	13 0	13 0	13 0	10 0	10 0	...	...	...	...	17 0	17 0	22 0	22 0	...	...	100 0	100 0	10 0	10 0
North-western—																										
Sialkot	18 0	18 0	29 0	30 0	...	...	13 0	13 0	30 0	30 0	28 0	28 0	...	...	...	...	22 0	23 0	27 0	27 0	...	...	120 0	120 0	14 0	14 0
Gujranwala	20 0	20 0	31 0	30 0	...	...	14 0	14 0	26 0	26 0	24 0	24 0	...	...	...	...	25 0	24 0	24 0	24 0	...	...	105 0	105 0	13 0	13 0
Ghazal	21 0	21 0	28 0	28 0	...	...	11 0	11 0	27 0	27 0	24 0	24 0	...	...	...	...	12 0	12 0	27 0	27 0	...	...	120 0	120 0	14 0	14 0
Jhelum	21 0	22 0	28 0	30 0	...	...	10 0	10 0	25 0	25 0	24 0	24 0	...	...	...	...	12 0	12 0	28 0	28 0	...	...	120 0	120 0	14 0	14 0
Rawalpindi	20 0	21 0	32 0	36 0	...	...	9 0	9 0	45 0	45 0	30 0	30 0	...	...	...	...	16 0	16 0	29 0	29 0	...	...	80 0	80 0	13 0	13 0
Hafiza	21 0	21 0	34 0	36 0	...	...	11 0	11 0	35 0	35 0	25 0	25 0	...	...	...	...	17 0	18 0	32 0	32 0	...	...	100 0	100 0	11 0	11 0
Peshawar	19 0	19 0	33 0	36 0	...	...	16 0	15 0	33 0	33 0	33 0	33 0	...	...	...	...	23 0	23 0	32 0	32 0	...	...	105 0	105 0	42 0	40 0
Kohat	22 0	22 0	36 0	36 0	...	...	16 0	15 0	33 0	33 0	33 0	33 0	...	...	...	...	23 0	23 0	35 0	35 0	...	...	180 0	180 0	60 0	60 0
Western—																										
Shahpur	20 0	20 0	26 0	26 0	...	...	10 0	10 0	25 0	25 0	26 0	26 0	...	...	...	...	26 0	26 0	25 0	25 0	...	...	200 0	200 0	13 0	13 0
Jhang	18 0	18 0	26 0	25 0	...	...	9 0	9 0	16 0	16 0	16 0	16 0	...	...	...	...	23 0	23 0	24 0	24 0	...	...	240 0	240 0	12 0	12 0
Moolan	16 0	16 0	27 0	27 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	...	...	...	...	21 0	21 0	20 0	20 0	...	...	90 0	90 0	13 0	13 0
Bannu	27 0	28 0	51 0	56 0	...	...	13 0	13 0	55 0	55 0	35 0	35 0	...	...	...	...	8 0	8 0	32 0	32 0	...	...	80 0	80 0	40 0	40 0
D. I. Khan	20 0	21 0	31 0	35 0	...	...	9 0	9 0	32 0	32 0	32 0	32 0	...	...	...	...	10 0	10 0	27 0	27 0	...	...	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	14 0	15 0	16 0	16 0	16 0	16 0	...	...	...	...	19 0	19 0	19 0	19 0	...	...	110 0	110 0	12 0	12 0
D. G. Khan	18 0	17 0	28 0	23 0	...	...	8 0	8 0	25 0	25 0	25 0	25 0	...	...	...	...	20 0	21 0	21 0	21 0	...	...	125 0	125 0	24 0	24 0
British India—																										
Karnali	13 0	12 0	19 0	19 0	...	...	11 0	10 0	19 0	19 0	16 0	16 0	...	...	...	...	16 0	16 0	16 0	16 0	...	...	90 0	90 0	13 0	13 0
Bharuch (Sidu Bander)	12 0	12 0	18 0	18 0	...	...	7 0	7 0	20 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Parkar (Umarsa)	12 0	12 0	18 0	18 0	...	...	7 0	7 0	20 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0
Sukkur	12 0	12 0	18 0	18 0	...	...	7 0	7 0	20 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0
Shikhar	12 0	12 0	18 0	18 0	...	...	7 0	7 0	20 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0
Upper Sind Frontier	12 0	12 0	18 0	18 0	...	...	7 0	7 0	20 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	14 0	14 0	19 0	19 0	...	...	7 0	7 0	20 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890—continued.

Districts.	QUANTITIES PER RUPEE IN SEER OF 80 TOLAS.											
	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—												
Madras Coast—												
Machilipatnam	9 0	9 0	...	...	10 2	10 2	10 8	10 8	...	...	...	...
S. Canara	8 8	8 8	...	...	11 2	11 2	12 13	12 13	...	...	...	...
South, central—												
Channarayana	11 8	12 5	...	...	11 5	11 5	11 13	11 13	...	...	...	...
Nalgonda	9 14	9 14	...	...	8 13	8 13	10 13	10 13	...	...	...	...
Salem	10 3	10 3	...	...	10 13	10 13	12 13	12 13	...	...	...	...
Central—												
Bellary	15 6	15 6	...	...	12 5	12 5	13 3	13 3	...	...	...	...
Anantapur	12 8	12 8	...	...	11 13	11 13	13 3	13 3	...	...	...	...
Cuddapah	13 3	13 3	...	...	11 10	11 10	12 14	12 14	...	...	...	...
Kurnool	14 0	14 0	...	...	10 11	10 11	11 2	11 2	...	...	...	...
East Coast, north—												
Guzjam	10 11	10 11	...	...	13 8	13 0	14 0	13 8	...	...	...	...
Vizagapatnam	14 0	13 0	...	...	13 14	13 14	15 0	15 0	...	...	...	...
Godavari	11 5	11 5	...	...	13 14	13 14	15 0	15 0	...	...	...	...
East Coast, central—												
Kutna	10 6	10 6	...	...	12 10	12 10	13 3	13 3	...	...	...	...
Nellore	12 0	11 8	...	...	11 2	11 2	12 11	12 11	...	...	...	...
East Coast, south—												
Madras	10 10	10 10	...	...	10 5	10 5	11 0	11 0	...	...	...	...
Chingleput	9 6	9 6	...	...	10 5	10 11	11 5	11 5	...	...	...	...
N. Arcot	8 10	8 10	...	...	10 6	10 14	11 6	11 6	...	...	...	...
S. Arcot	8 13	8 13	...	...	10 13	10 13	11 6	11 6	...	...	...	...
Tanjore	10 10	10 10	...	...	10 6	10 6	10 14	10 14	...	...	...	...
Trichinopoly	9 3	9 3	...	...	9 8	9 8	10 0	10 0	...	...	...	...
Southern—												
Tinnevely	10 2	10 2	...	...	9 11	9 11	10 2	10 2	...	...	...	...
Madura	11 4	11 0	...	...	10 8	10 8	11 0	11 0	...	...	...	...
Tyore—												
Mysore	11 4	11 0	...	...	10 8	10 8	11 0	11 0	...	...	...	...
Bangalore	12 8	12 8	...	...	10 4	10 4	11 0	11 0	...	...	...	...
Kolar	12 0	12 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...
Tamilkár	12 0	12 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...
Hassan	11 0	11 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...
Kadur	11 0	11 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...
Shimoga	14 11	13 10	...	...	12 0	12 0	13 2	13 2	...	...	...	...
Chitaldroog	14 0	13 0	...	...	11 0	11 0	12 0	12 0	...	...	...	...
Coorg—												
Coorg	9 0	9 0	...	...	11 0	10 8	12 8	12 8	...	...	...	...
den	8 0	8 0	...	...	6 3	6 3	8 0	8 0	...	...	...	...

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).E. J. SINKINSON,
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

Simla, the 30th October, 1890.

No. 480½.—The following is published for general information :—

No. 736-R.T., dated 17th October, 1890.

RESOLUTION—By the Government of India, Public Works Department.

General Rules for Railways under Construction.

Read—

Sections 8 and 47 of the Indian Railway Acts of 1879 and 1890 respectively.

Despatch from Her Majesty's Secretary of State for India, No. 135 Railway, dated 28th November 1889, approving generally of the proceedings of the Railway Conference of 1888, and forwarding the opinions thereon of the Boards of Directors of Indian Railways.

Letter from the President of the Railway Conference of 1888, No. 01 Conference, dated 22nd January 1890, recommending that the Railway Administrations should be invited to apply that the General Rules which were framed in the Railway Conference of 1888 for working railways under construction should be made applicable to their systems now that they have been approved by the Boards of Directors.

Public Works Department Resolution No. 0177-R.T., dated 30th January 1890, calling for applications for the adoption of the General Rules for working railways under construction and not open for traffic, as recorded in Appendix M of the proceedings of the Railway Conference of 1888.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 346, dated 19th February 1890, forwarding letter from the Agent, East Indian Railway Company, No. 108-G., dated 17th February 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 334, dated 27th February 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11106-T., dated 24th February 1890.

Letter from the Government of Bombay, No. 570, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1557, dated 24th February 1890.

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 415-T., dated 6th March 1890, forwarding letters from the Agents and Chief Engineers, Indian Midland and Bengal-Nagpur Railway Companies, Nos. 1261, dated 22nd February, and 1985, dated 3rd March 1890.

Proceedings of the Government of Madras, No. 346-R., dated 12th March 1890, forwarding letter from the Agent, South Indian Railway Company, No. 290, dated 25th February 1890, recorded therein.

Letter from the Government of the North-Western Provinces and Oudh, No. C-12-E.R., dated 15th March 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, No. R. K.—3522-T., dated 22nd February 1890.

Proceedings of the Government of Madras, No. 444-R., dated 31st March 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. $\frac{6825}{300}$, dated 18th March 1890.

Letter from the Government of Bombay, No. 868, dated 12th April 1890, forwarding letter from the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway, No. 1702, dated 3rd April 1890.

Letter from the Resident at Hyderabad, No. 116-R., dated 17th April 1890.

Letter from the Government of Bombay, No. 1195, dated 14th May 1890, forwarding letter from the Agent, Great Indian Peninsula Railway Company, No. $\frac{30-C}{5285}$, dated 10th May 1890.

Public Works Department Notification No. 267, dated 11th June 1890.

Public Works Department letter No. 233-R.T., dated 12th June 1890, and its enclosure, suggesting certain modifications in Rules 7, 16, and 25 of the General Rules for railways under construction referred to in Public Works Department Resolution No. 0177-R.T., dated 30th January 1890.

Telegram from the Government of Bengal, No. R.-121, dated 2nd July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Lucknow, No. 905, dated 3rd July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 3rd July 1890.

Telegram from the Government of Bombay, No. T.-59, dated 4th July 1890.

Telegram from the Government of Madras, dated 8th July 1890.

Proceedings of the Government of Madras, No. $\frac{982}{B}$ -R., dated 8th July 1890, forwarding letter from the Agent, South Indian Railway, No. 925, dated 4th July 1890, and letter from the Agent and Manager, Madras Railway, No. $\frac{6825}{738}$, dated 8th July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Central Division, No. 1422-T., dated 9th July 1890.

Letter from the Government of Bombay, No. 1684, dated 14th July 1890, forwarding letter from the Manager and Executive Engineer, Morvi Railway, No. 1813, dated 8th July 1890.

Letter from the Director General of Railways, No. 189-T., dated 17th July 1890, asking, with reference to Public Works Department Notification No. 267, dated 11th June 1890, for the application to all State Railways administered by the Government of the General Rules framed by the Railway Conference of 1888 for working railways under construction, with Rules 7, 16 and 25 as modified in the enclosure to Public Works Department letter No. 233-R.T., dated 12th June 1890.

Telegram from the Government of Bombay, No. T.-62, dated 18th July 1890.

Letter from the Government of Bombay, No. 1704, dated 18th July 1890, forwarding letter from the Agent, Bombay, Baroda and Central India Railway Company, No. 8760-T., dated 16th July 1890.

Telegram from the Resident at Hyderabad, dated 25th July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 2nd August 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 1567, dated 6th August 1890, forwarding letter from the Agent, East Indian Railway, No. 544-G., dated 5th August 1890.

Dockets by the Government of Bengal, No. 1855-R., dated 20th August, and No. 2034-R., dated 15th September 1890.

OBSERVATIONS.—The authorities noted in the margin have applied for leave to adopt on such portion or portions of the railways under their control as are at present under construction, or any extensions thereof, the General Rules for working railways under construction and not used for the public carriage of passenger, animals,

The Agent, East Indian Railway Company.
 The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
 The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
 The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
 The Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited.
 The Agent, South Indian Railway Company.
 The Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, Limited.
 The Agent and Manager, Madras Railway Company.
 The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway.
 The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company, Limited.
 The Agent, Great Indian Peninsula Railway Company.
 The Director General of Railways on behalf of all State Railways administered by the Government.
 The Manager and Executive Engineer, Morvi Railway.
 The Agent, Bombay, Baroda and Central India Railway Company.
 The Agent and Chief Engineer, Bengal Central Railway Company, Limited.

or goods, which rules were proposed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

RESOLUTION.—The Governor General in Council is pleased to sanction the application to such portion or portions as may be under construction of the railways specified in the margin and of the railways respectively worked by them and extensions thereof of the General Rules for working railways under construction and not used for the public carriage of

East Indian Railway System.
 Bengal and North-Western Railway.
 Southern Mahratta Railway System.
 Indian Midland Railway.
 Bengal-Nagpur Railway.
 South Indian Railway.
 Rohilkhand-Kumaon Railway.
 Madras Railway.
 Bhavnagar-Gondal-Junagad-Porbandar Railway.
 His Highness the Nizam's Guaranteed State Railways.
 Great Indian Peninsula Railway.
 North-Western Railway (including Chaman Extension).
 Eastern Bengal State Railway System.
 Nalhati State Railway.
 Wardha Coal State Railway.
 Cherra-Companyganj State Railway.
 Jorhat State Railway.
 Burma State Railway.
 Mianwali-Mari Railway.
 Jammu and Kashmir State Railway.
 Mu Valley Railway.
 Morvi Railway.
 Bombay, Baroda and Central India Railway.
 Bengal Central Railway.

passengers, animals, or goods as recorded in the enclosure to this Resolution.

ORDER.—Ordered, that the General Rules forming enclosure to this Resolution be published in the *Gazette of India*, and be further notified to the

Railway servants and to the public by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also, that this Resolution be communicated to the Local Governments, Administrations, and Officers noted in the margin for information and guidance, and that it be published in the *Gazette of India*.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.

The Chief Commissioners of the Central Provinces, Burma, and Assam.

The Resident at Hyderabad.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

Enclosure to P. W. D. Resolution No. 736 R.T. of 17th October 1890.

INDIAN RAILWAYS.

General Rules for working Railways under construction and not open for traffic.

[As framed at the Railway Conference of 1868.]

The rules comprised in this Code shall be held applicable to, and are to be observed on, all lines of railway in India under construction and not open for traffic on which locomotives have been authorized to run.

Each Railway Administration may hereafter make such subsidiary rules as may be found necessary or expedient, provided that no such subsidiary rule shall be inconsistent with these general rules.

Every railway servant is bound to obey both the general and the subsidiary rules.

SECTION I.

INTERPRETATION CLAUSES AND DEFINITIONS.

Catchwords.

1. The catchwords in the margin of this Code have been added merely for the purpose of facilitating reference; they are not to be held either as an integral part of the Code, or in any way giving an interpretation to the clauses to which they are annexed.

Definitions.

2. In the rules comprised in this Code, unless there is something repugnant in the subject or context,—

Written.

“Written” instructions, orders, forms, &c., include documents which are printed, lithographed, or prepared by other processes, and instructions which are sent by telegram;

Main line.

“Main line” means the line ordinarily used by trains to run through and between stations on any part of a railway;

Train.

“Train” means an engine with or without vehicles attached;

System of working.

“System of working” means the system adopted for the time being on any portion of a railway as prescribed in rule 3 and as detailed in Sections XI to XV;

Station.

“Station” means any place at which authority is given for trains to proceed under the “System of working;”

Station limits.

“Station limits” include all lines and premises within the distant signal or signals, if such be provided;

Where no distant signal is provided, the “Station limits” extend to the outside points;

Where there are no points and no distant signal, the “Station limits” extend to the ends of the platform, or other positions fixed in each case;

Authorized Officer.

“Authorized Officer” means the person who usually issues instructions of the nature referred to in each case;

GENERAL.

"Special instructions" means instructions given by the "authorized officer;" Special instructions.

"Station Master" means the person on duty responsible for the time being for working the trains within "Station limits;" Station Master.
And includes—

- (a) Assistant Station Master;
- (b) Inspector;
- (c) Clerk in charge;
- (d) Any other person appointed to the charge of a station;

"Ganger" means the man in charge of a gang of men employed on repairing the permanent-way, whatever he may be called on any particular railway; Ganger

"Driver" means the person in charge for the time being of a working locomotive engine; Driver.

"Station signal" means the signal which on some railways is called "Main" or "Home" or "Platform" signal; Station signals

"Guard" includes the under-guard, and any brakesman or other person who may, for the time being, be performing the duties of a Guard; Guard.

"Servant" means any person employed to perform any function in connection with a railway. Servant

SECTION II.

GENERAL.

3. Every line or section of a line of railway upon which engine power is used must be worked on one of the following systems to be determined by the authorized officer, viz.:— System of working

"Line clear and caution message,"

"Absolute block,"

"Train Staff and Ticket,"

"Pilot Guard,"

"One Engine only,"

in accordance with the rules laid down in Sections XI to XV for the system adopted, subject to the proviso that in exceptional circumstances ordinary working may, under the orders of an authorized officer, be temporarily suspended on any section or sections, and the trains thereon be worked under such special regulations for their safe conduct as the officer suspending the ordinary working may direct.

The working of trains on any of the above-named systems does not in any way dispense with the use of station, distant, or other signals, wherever such signals are provided and worked.

4. On the double line should an accident block one of the lines of railway, so as to necessitate the passing of all up and down trains on a single line, immediate steps must be taken to establish single line working on the rules adopted by each railway for working in such cases. When line is blocked.

5. Madras time shall be observed. Time.

6. All due precautions must be observed in the conveyance of explosives and combustibles. Dangerous articles.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

Smoking on railway premises.

7. Any person found smoking, or having an open light or fire, in goods sheds or store yards, and who persists in smoking, after being warned by a railway servant or police officer to desist, on any other portion of the railway premises, where such practice may be deemed dangerous by the authorized officer, shall be liable to immediate removal from the railway premises, and to a fine which may extend to fifty rupees.

Disorderly persons.

8. In the event of any person being drunk and disorderly, or causing annoyance to others, the Station Master or other railway servant is to use all reasonable means to stop the annoyance, and, if the offender persists, is to have him removed from the railway premises, and the offender is liable to prosecution under the Railway Act.

Trespassing.

9. No trespassing upon the railway shall be allowed, and no person, other than a railway servant, shall be permitted to walk on the line, unless provided with a license to do so signed by an authorized officer of the railway. If the trespasser, on being requested to quit, persists in remaining, he may be immediately removed from the railway by any railway servant or by any other person, and is liable to prosecution under the Railway Act.

SECTION III.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

Obedience to instructions.

10. Each person in railway service must devote himself exclusively to the service of the railway on which he is employed, residing at whatever place may be appointed, attending at such hours as may be required, paying prompt obedience to all persons placed in authority over him, and conforming to all the rules and regulations of the railway.

Leaving service.

11. Any railway servant who shall quit the service without having given one month's previous notice in writing, or the notice required by his agreement of service, shall forfeit all claim for pay due, and shall also be subject on conviction to the penalty prescribed in rule 25.

Surrender of railway property on leaving.

12. When any one leaves the service, he must deliver up all railway property in his charge; and no money due for wages will be paid until all articles which have been supplied to him shall have been delivered up in accordance with existing regulations. If not delivered up, or if any article be missing or be damaged from neglect or by improper use, the cost of such article, or of the repair of such damage, shall be deducted from any pay due to him or from any moneys held for him by the railway authorities; and if such moneys should be insufficient to meet the claim, the balance will become a debt recoverable at law.

Misconduct, &c.

13. All railway servants are subject to immediate dismissal, or suspension without pay, for refusal of duty, disobedience of orders, negligence, misconduct, absence without leave, or for any neglect of these regulations, and may be held liable for all damages occasioned by misconduct or negligence; and are also subject on conviction to the penalty prescribed in rule 25.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

- | | |
|---|--|
| <p>14. Any servant who absents himself from duty without proper permission shall be subject on conviction to the penalty prescribed in rule 25.</p> | <p>Absence from duty.</p> |
| <p>15. The pay of every servant always includes his services during all hours, whether early or late, as may be determined from time to time by his superior.</p> | <p>Pay.</p> |
| <p>16. No money or gratuity, in the shape of fee or reward, is allowed to be taken by any railway servant, even although the regular hours of duty shall have expired, without the permission of the Railway Administration. Any infringement of this rule renders the offender liable to immediate dismissal, and on conviction to imprisonment, or to fine, or to both, under the Indian Penal Code.</p> | <p>Gratuities.</p> |
| <p>17. Drivers, Guards, and others directly connected with the working of trains shall not, when on duty, be supplied with spirituous liquors at refreshment rooms, except under rules framed by an authorized officer.</p> | <p>Spirituous liquors.</p> |
| <p>18. Intoxication on duty renders the offender liable to dismissal, and also to criminal prosecution under the Railway Act.</p> | <p>Intoxication.</p> |
| <p>19. A copy of these rules and regulations, or of such portion of them as may relate to his duties, in a language which he understands, shall be supplied to each railway servant who is in any way connected with the outdoor working of the railway or with the working of trains, and he shall be bound to make himself acquainted with them.</p> | <p>Supply of books of rules.</p> |
| <p>Station Masters, foremen, and gangers or mistries of platelayers are responsible that the subordinates working under them are acquainted with all the rules relating to their respective duties.</p> | <p>Station Masters, Foremen, &c., responsible that their subordinates are acquainted with rules.</p> |
| <p>20. Every servant is required to assist in carrying out the rules and regulations, and must immediately report to his superior any infringement thereof, or any occurrence affecting the safe and proper working of the railway which may come under his notice.</p> | <p>All persons must assist in carrying out rules.</p> |
| <p>21. The safety of the public must under all circumstances be the chief care of railway servants.</p> | <p>Public safety.</p> |
| <p>22. In the case of accident or obstruction, the safety of life and limb must be deemed of the first importance. The most prompt mode of communicating the circumstances to the station on each side and to head-quarters must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by, any railway servant whose services may be needed.</p> | <p>Accident.</p> |
| <p>23. On the occurrence of any serious railway accident, it shall be the duty of the nearest Station Master, or, where there is no Station Master, the officer in charge of the section of the railway on which the accident occurs, without unnecessary delay, to give notice in writing or by telegraph of such accident to the nearest magistrate and to the officer in charge of the police station in the</p> | <p>Accidents to be reported.</p> |

SIGNALS.

jurisdiction of which the accident occurs, or to such other magistrate or police officer as the Local Government from time to time appoints in this behalf.

Special trains without notice.

24. The staff along the line must always be prepared for trains without previous notice.

Breach of rules.

25. Any person committing a breach of rules 11, 13 and 14 shall be liable to a fine which may extend to fifty rupees.

SECTION IV.

SIGNALS.

Colours.

26. RED is a signal of "DANGER"—Stop.

GREEN is a signal of "CAUTION"—Go slowly.

WHITE is a signal of "ALL RIGHT"—Go on.

Hand Signals.

Hand signals.

27. The hand signals shall be made by flags in the day and by lights at night, or in foggy weather or in tunnels.

28. When the line is clear, the Signaller must either stand erect with his flag in his hand, thus—

or display a white flag or white light.



ALL CLEAR.

29. If it be necessary to proceed with "Caution," the green flag will be elevated thus—

or the green light shown.



CAUTION.

30. If it be necessary to proceed with "Caution" from any defect in the road or rails, the green flag will be depressed thus—

or the green light shown, which will indicate that the speed must not exceed 15 miles an hour, or such lower speed as may be ordered over the portion of line protected by such signal.

CAUTION
(RAILS).

SIGNALS.

31. If it be necessary to stop, the red flag will be shown and waved to and fro, the Signalman facing the engine thus—

or the red light shown.



DANGER.

32. In the absence of flags, both arms raised above the head denotes "Danger," thus—



DANGER.

One arm raised with the hand above the head denotes "Caution," thus—



CAUTION.

One arm held in a horizontal position across the line of rails denotes "All Right," thus—



ALL RIGHT.

33. In the absence of a green light, a white light waved slowly from side to side denotes "Caution"—Go slowly.

Caution with white light.

34. In the absence of a red light, any light moved up and down or waved violently denotes "Danger"—Stop.

Danger signal with any light.

Fixed Signals when provided and worked..

35. The fixed signals are for the most part constructed with one or more semaphore arms for day signals, and with one or more lamps for night; but disc and other signals are in some cases used.

Fixed signals.

Fixed signals when erected, but not in use, are to be kept permanently lowered to "Caution" or "All right," as their construction admits.

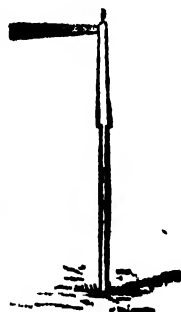
Fixed signals erected, but not in use.

SIGNALS.

Semaphores on the left hand side.

The day signal is invariably made by the arm on the left hand side of the post as seen by the Driver of an approaching engine.

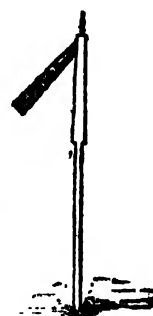
36. The "Danger Signal" is shown in the day time by the arm on the left hand side of the post being raised to the horizontal position, thus—



DANGER.

and by the exhibition of a *red* light by night.

37. The "Caution Signal" is shown in the day time by the arm on the left hand side of the post being placed half way to the horizontal position, thus—



CAUTION.

and by the exhibition of a *green* light by night.

38. The "All Right Signal" is shown in the day time by the arm on the left hand side being lowered to the post, thus—



ALL RIGHT.

and by the exhibition of a *white* light by night.

Station Signals when provided and worked.

Station signals.

39. Station signals, also called "Main" or "Home" or "Platform" signals, are placed at stations, junctions, sidings outside station limits, and signal boxes, and when in use must invariably stand at "Danger," except when lowered for an approaching train: when at "Danger," no train or engine must pass them or foul the crossings or points to which they apply, unless the Driver is signalled past by hand by a person duly appointed by an authorized officer.

Distant Signals when provided and worked.

Distant signals.

40. Distant signals are fixed at a considerable distance from the station, and are constructed to exhibit the "Danger" and "All Right" signals only, or "Danger" and "Caution" signals only.

Distant signals to fly to danger.

41. Fixed distant signals must be constructed to exhibit danger in case of any failure of their connections.

Use of distant signals.

42. Distant signals must be replaced at "Danger" immediately they are passed by an engine.

SIGNALS.

Observance and working of signals.

43. When a distant signal is at "Danger," the Driver of an approaching train must bring his train to a *dead stop* outside of it, and must then ascertain if the line is clear to admit the train within it. If the line be clear, he must at once draw the train cautiously within the distant signal so as to be protected by it, and then stop until signalled into the station in accordance with rules prescribed by the authorized officer. If, however, there is any obstruction on the line so near to the distant signal as to prevent the whole of the train from passing safely within it, the rules for the protection of trains when stopped outside station limits must be immediately carried out (see Rule 63).

Observance of distant signals.

44. Station and distant signals apply only to trains or engines running in the proper direction, and must not be used for any other purpose. Trains or engines shunting from one main line to another, or shunting into or out of sidings connected with the main line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the station signal either verbally or by hand-lamp or flag as occasion may require, it being necessary in such cases that the "Danger" signal should be exhibited at the station signal as well as at the distant signal for the protection of the train or engine so employed.

Signals apply to proper direction.

45. Whenever any train or engine is timed to run, or from any cause is expected to run on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted and put out at such hour as may be directed by the authorized officer. During twilight in the mornings and evenings both day and night signals must be used.

Signal lights.

In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning, and at such times both the day and night signals must be used.

46. Every Station Master or other person must, in the event of any signal under his charge becoming defective, immediately report the case to his immediate superior and to the nearest Permanent-Way Inspector, and the Station Master shall place a competent man or men with the necessary hand signals and detonators to signal in lieu of such defective signal until it is again in proper working order.

Defective signals.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent-Way Inspector for competent men.

47. Drivers, Guards, and others must invariably report to the nearest Station Master or the official designated by the authorized officer any defective signals, or obstruction of them, or neglect in working them.

Defective signals to be reported.

48. Except at places specially exempted upon each railway, the absence of a signal at a place where a signal is ordinarily shown, or a signal imperfectly exhibited, must be considered a "Danger" signal, and treated accordingly.

Absence of signals.

TRAINS AND VEHICLES.

Detonating Signals.

Use of detonators.

49. In thick, foggy, or tempestuous weather detonators must be used in addition to the regular day and night signals. When an engine passes over a detonator, the Driver must stop as quickly as possible, and then proceed cautiously to the place of obstruction, or until he receives an "All Right" signal.

Detonators.

50. In foggy or tempestuous weather two detonators, 10 yards apart, must be placed on the rail by the signalman or other trained servant selected by the Station Master at least one hundred (100) yards outside the distant signal-post, or, in the absence of a distant signal, at least seven hundred (700) yards from the outside points. Drivers and Guards must report all cases or omission to do this.

Train Signals.

Engine and train lights.

51. On both double and single line, between sunset and sunrise and during foggy weather, every train must exhibit a red tail light and two red side lights in rear of the train, and every engine running alone must exhibit at least one red tail light. In both cases head lights prescribed by the authorized officer must be exhibited.

In the case of two or more engines running coupled together without a train, the first engine only must exhibit the prescribed head lights, and the last engine only must exhibit at least one red tail light.

Lights on shunting engines.

Shunting engines employed in station yards and sidings must after sunset and in foggy weather carry the head and tail lights prescribed by the authorized officer.

SECTION V.

TRAINS AND VEHICLES.

Brake power, &c.

52. Except in the case of an engine running without vehicles, no train shall be despatched from any station without an adequate provision of brake power, either by engine brake, brake-van, or other braked vehicle, sufficiently manned, and all necessary day and night signals.

Brake on trains.

53. A braked vehicle, manned, must be placed at the rear of every train, unless special instructions are given to the contrary.

Unfit vehicles.

54. Trains must be examined daily before starting by a Carriage Examiner, or in his absence by the Driver. No vehicle which is pronounced unfit shall be run on a train; and no vehicle which has been off the road shall be allowed to run on the line between stations until it has been examined and passed by a competent Examiner, or in his absence by the Driver.

Load of vehicles.

55. No vehicle shall be loaded beyond its marked carrying capacity.

Loading vehicles.

56. Carriages, machinery, timber, and other large articles in open trucks must be loaded within the authorized loading dimensions, except under special instructions and precautions.

Dummy wagon.

57. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, it must be protected by a dummy, which dummy may be loaded.

Travelling cranes.

58. Before attaching any travelling crane, the Guard must see that the jib is properly lowered

TRAINS AND VEHICLES.

and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

59. Before the commencement of any loading or other operation by which any line of rails may be fouled or obstructed, the person in charge of such operation must see that all necessary steps are taken for the protection of the line during such obstruction.

Protection of lines obstructed.

60. Drivers and Guards, or other persons in charge of such operations, must see that the shunting of trains is performed only at such times and in such manner as will not incur danger.

Persons responsible for shunting.

61. When vehicles are shunted at places situated on steep gradients, proper precautions must be taken to prevent any vehicle from running down the incline; a sufficient number of brakes must be put on, and sprags or hand-scotches used, when necessary, to prevent the possibility of any vehicle running away. At such places a supply of scotches must be kept for the purpose.

Shunting on inclines.

62. When from any cause a train has been brought to a stand on the line, where the line is not level, and it is necessary for the engine to be detached from the train, the Guard must, before the engine is uncoupled, satisfy himself that the van-brakes have been put on securely, and, as an additional precaution, must pin down a sufficient number of other brakes, or carry out such other instructions as may be prescribed.

Detaching engines on inclines.

Where the line is level, the van-brakes must be put on securely.

Where line is level.

63. Trains, the working of which requires that they must stop outside station limits, when not working on a blocked section (either as contemplated under absolute block rules, or temporarily under orders from the authorized officer, or by means of a written and signed understanding between Station Masters and Guards), and trains or parts of trains which have broken down or become detached between stations, must be secured and protected by the Guard, hand signals or detonators being placed half a mile on both sides, or in the direction from which a train can arrive.

Trains stopping between stations.

64. Should an accident to a train cause an obstruction, and the Driver run forward without being aware of it, the Guard must take steps in accordance with rule 63 to protect either or both lines as may be necessary.

Driver not aware of accident.

65. Should any part of a train become detached when in motion, care must be taken not to stop the front part before the rear portion has been stopped, and the rear Guard must promptly apply his brake to prevent a collision with the front portion.

Train parting.

66. In the case of accident or obstruction to trains, the Guard must take steps to report in the quickest possible manner to the nearest Station Master; and if the telegraph be injured, or if there be no telegraph, the report must be sent to the stations on both sides.

To report accident.

67. The person placing vehicles on any line or siding either within or without station limits, or moving vehicles which may have been placed

Securing wagons in sidings.

POINTSMEN AND SIGNALMEN.

Securing point

there, shall be responsible for leaving them properly secured. No vehicle shall be left in any siding outside station limits without the wheels being secured clear of all running lines.

68. When no other arrangements are made for working safety or other points and catch sidings, the person last using them shall be responsible that they are properly set and secured for the protection of the line.

SECTION VI.

STATION MASTERS.

Arrival and departure of trains.

69. It is the special duty of every Station Master, or such person as may be appointed for the purpose, to attend to the arrival and departure of trains. He is also responsible for the general working of the station being carried out in strict accordance with all rules, regulations, and orders.

Misconduct to be reported.

70. The Station Master must report without delay to his superior officer neglect of duty or other misconduct on the part of any of the railway servants within station limits.

Securing stock in sidings.

71. The Station Master is responsible that vehicles standing at the station or sidings are properly secured in accordance with rules prescribed by the authorized officer.

Safety and facing points.

72. The Station Master is responsible that all safety points and catch sidings, when it is not necessary that they should be opened, are closed against the line which they are intended to protect, and that facing points are securely fastened or held for the passage of trains or vehicles.

Vehicles escaping.

73. Should any vehicle or portion of a train escape from a station, immediate steps must be taken to warn the other station concerned, and prevent accident as far as practicable.

Points and signals.

74. The Station Master must report all defects in points, gates, and signals to the nearest Permanent-way Inspector.

Accident.

75. In case of obstruction or accident, the Station Master must obtain all necessary assistance as soon as possible, and report the occurrence by telegraph, or by the most expeditious means, to the next station on the other side of the accident, so that notice may be given to the Drivers and Guards of approaching trains.

SECTION VII.

POINTSMEN AND SIGNALMEN.

Care of points.

76. Pointsmen must be careful to keep their points clear, and, whenever a train or engine has passed, they must remove anything that may have got within the points so as to prevent them from closing.

Facing points.

77. Facing points must in all cases be securely fastened or held for the passage of trains or vehicles.

Injured points to be reported.

78. Whenever points, crossings, or guide rails are injured or damaged, the Pointsman must immediately report the circumstance to his superior officer.

GUARDS, DRIVERS, AND FIREMEN.

79. Men in charge of signals must pay particular attention to the rules for working signals. Attention to signal rules.
80. All working signals must be kept ready for immediate use. Every man who has charge of, or uses, signals must bring any defect to the notice of his superior. Signals ready for use, &c.
81. Signalmen and Pointsmen must have with them, when on duty, flags and hand-signal lamps, which must be lighted when necessary. Hand signals.
*
82. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsmen or Signalman, he must exhibit the "Danger" signals, and must not allow any train or engine to pass in that direction until such impediment or obstruction has been removed, and the line made clear and safe; and he must as soon as practicable take steps to report the obstruction to his superior officer. Signals in case of obstruction.
83. If a Signalman or Pointsmen observe anything wrong or unusual in a passing train, he must report the circumstance to his superior; but if it is of such a nature as to involve danger to the train or the public, he must at once take all practicable steps to stop the train. Passing trains to be observed.

SECTION VIII.

GUARDS, DRIVERS, AND FIREMEN.

84. Guards, Drivers, and Firemen must be with their trains and engines at such time before starting as the authorised officer may require, and must satisfy themselves that their trains and engines are in proper order. Attendance.
85. Every Guard and Driver must have with him, at all times when on duty, such flags, lamps, tools, and other appliances as may be ordered by the authorized officer from time to time. Equipment.
- He must also have with him a copy of these Regulations. Regulations.
86. Every Guard and Driver must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work. Acquaintance with instructions.
87. Guards will receive instructions from the Station Master or other authorized officer to whom they must apply for anything necessary for the working of their trains. To receive instructions from Station Master.
88. Guards are responsible that their brakes and lamps are in good working order, and that the lamps are trimmed and lighted and brightly burning between sunset and sunrise and during a fog. Inspection of train.
89. The Guard in charge must satisfy himself before starting, and during the journey, that the train is properly loaded, marshalled, coupled, lamped, greased or oiled, and sheeted; that lashings and chains are secure; also that the brakes are in good working order, and, as far as he can ascertain, that the train is in a state of efficiency for travelling, and has the proper signals attached to it. He must carefully examine the loading of any vehicles he may attach on the way; and should any vehicle become unsafe from the shifting or derangement of the load, he must at once have the load re-adjusted or the vehicle removed from the train. Duties of Guard in charge.

GUARDS, DRIVERS, AND FIREMEN.

Train under charge of Guard.

90. The train is under the charge of the Guard when there is only one, and of the Head Guard when there are more than one (see Rule 110).

Guards to travel in their vans.

91. Each Guard must ride in his proper van and not on the engine, nor in a carriage or wagon, except under special circumstances.

P. W. men to assist in working signals.

92. The Guard or Brakesman of a train has authority to require those employed on the permanent-way and works to assist him in working signals.

Coolies.

93. Guards in charge of trains must before giving the starting signal tell the coolies working with the train and riding in open trucks to sit down.

To start trains.

94. The signal for starting a train must be given to the Driver by the Guard upon receiving the necessary authority in accordance with the system adopted for working the railway.

Exchange signals.

95. Guards and Drivers must exchange signals with each other on leaving a station or other stopping place. This exchange of signals must also be made whenever a train runs through a station without stopping. The Driver must stop if the proper signals are not exchanged.

To keep a good look-out.

96. Every Guard, Driver, and Fireman when travelling must keep a good look-out, and should they see any reason to apprehend danger, they must use their best endeavours to attract the attention of each other, and give notice of the apprehended danger.

Driver's signal to Guard.

97. In the absence of special rules to the contrary, when the Driver gives three or more short sharp whistles, or sounds the brake whistle (when a special whistle is supplied for that purpose), or applies the communication when such exists, the Guard or Guards must immediately apply the brakes.

Rear brake on steep inclines.

98. In travelling down steep inclines, Guards must, in order to steady the train, assist the Driver with their brakes if required.

Delivery of train.

99. Guards must not leave their trains until they have been properly handed over.

No unauthorized person to ride on engine.

100. No person other than the Driver and Fireman is to ride on the engine or tender without permission from a properly authorized officer.

Whistle to be sounded.

101. Drivers must always sound the whistle before putting an engine in motion, or, when running, on observing any obstruction on the line, or on approaching curves round which a clear view is not obtainable for a distance of a quarter of a mile ahead. The whistle must also be sounded on entering a tunnel, and repeated in long tunnels.

Train obscured by steam.

102. Should a Driver observe a train or engine obscured by steam or smoke on the opposite line to that on which he is travelling, or on a siding, he must sound his whistle and approach it cautiously, so as to be able to stop if necessary.

Drivers to receive orders from Guard.

103. The Driver will receive his orders from the Guard in all matters affecting the starting, stopping, or movement of the train, and he must promptly obey all orders or signals given to him, whether by the Station Master or the Guard, or other person designated by the authorized officer, so far as the safe and proper working of his engine will allow.

GUARDS, DRIVERS, AND FIREMEN.

104. The Driver must afford such assistance with his engine as may be required for the formation, arrangement, and despatch of his train. To assist in forming train.
105. Firemen must obey the orders of the Driver in all particulars. Firemen.
106. The Driver must before starting see that his lamps are in good order, and that his engine carries the proper distinguishing lights, or other indicators of the train. At and after sunset, and during foggy weather, he must have the necessary lamps lighted. He is responsible that they are always in proper order and trimmed, and that when lighted they burn brightly. Engine-lamps.
107. The Driver and Firemen must carefully observe all signals, whether the cause of the signal being shown is known to them or not. When from fog or storm, or any cause, the fixed signals are not visible as soon as usual, every possible precaution must be used, specially in approaching stations and junctions, so that the train can be stopped short of any obstruction should the signals be against it. The Driver must not, however, trust entirely to signals, but must on all occasions be vigilant and cautious. Look-out for signals.
108. When two or more engines are employed in drawing the same train, the Driver and Firemen of the leading engine are responsible for the observance of the signals: the Drivers of the other engines must watch for, and take, signals from the Driver of the leading engine. Train drawn by more than one engine.
109. The Driver must start and stop his train steadily and without a jerk. To start and stop with care.
He must exercise care in approaching all stations at which his train is required to stop, and in passing stations at which he is not required to stop.
- In stopping his train, he must pay particular attention to the state of the weather and the condition of the rails as well as to the length of the train, and these circumstances must have due weight in determining when to shut off steam.
110. If a train or portion of a train is without a Guard, the Driver is responsible for carrying out all rules and for taking all necessary precautions which the Guard is required to observe for the safe working and protection of trains. Train without guard.
111. After taking water from tanks or water columns, Drivers must be careful to leave the hose or water crane clear of the main line and properly secured. Water columns.
112. The Driver, when on duty at stations or on the line, must not leave his engine unless it is absolutely necessary for him to do so, and under no circumstances without a man being left in charge of it. Driver leaving engine.
113. Drivers with trains or engines must run within the limits of speed fixed by the authorized officer for the section of the line upon which they are running. Speed.
114. Trains may be run with a pushing engine, and engines may be run tender-foremost; but in such cases the speed must not exceed fifteen miles an hour, or such lower speed as may be ordered. Pushing trains.
115. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour. Speed through facing points.

INSPECTORS, PLATELAYERS, GANGERS, AND OTHERS EMPLOYED ON THE PERMANENT-WAY.

SECTION IX.

INSPECTORS, PLATELAYERS, GANGERS, AND OTHERS
EMPLOYED ON THE PERMANENT-WAY.

Duties of Inspectors.

116. The Inspector or person in charge of each district of the line will be held responsible for the condition of the permanent-way and works in his district. He must also report promptly to the Engineer in charge of the district all accidents and all defects in the road or works that may interfere with the safe running of trains.

Lamps and signals to be supplied.

117. Each gang of platelayers or labourers must be supplied by the Inspector of Permanent-way for the district with two sets of flag signals, two hand-signal lamps, and a proper number of detonators.

Fixed signals not to be used.

118. Platelayers and labourers must not, except in case of emergency, avail themselves of the fixed signals, and must in all cases use their own special signals for their own purposes.

Signals.

119. The signals to be used by the men engaged in repairing the permanent-way are red and green flags and hand lamps and detonators. The flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators when necessary by day and night.

The red and detonating signals indicate "Danger," and must be used only when it is necessary to stop a train. The green signal indicates "Caution," and must be used when it is necessary to slacken the speed of a train.

Protection of line when obstructed.

120. When it is necessary to obstruct the line, or to do any work of a character to make the exhibition of danger signals necessary, such signals must be exhibited half a mile on each side of the place at which the work is being carried on, and the work must not be commenced until these signals have been exhibited. These danger signals must not be withdrawn until the line is again clear and safe for trains.

Signals when repairing line.

121. When repairing, lifting the line, or performing any operation so as to make it necessary for a train to proceed cautiously, the foreman or ganger must send a man at least a quarter of a mile in either direction from which a train may approach, and as much further as the circumstances of the case render necessary, to exhibit the "Caution" signal, so as to be plainly visible to the Driver of an approaching train.

Rails not to be displaced in fog.

122. In no case, except when absolutely necessary, is a rail to be displaced, or any other work to be performed, by which an obstruction may be made to the passage of the trains during a fog or storm.

Responsibility for lorries.

123. No lorry used for the conveyance of material, or trolley for the conveyance of men, may in any case be placed on the line, except by the authorized person who is responsible for its proper protection and use according to the rules in force on the railway.

Protection of lorry or truck on line.

124. A lorry or truck, loaded or empty, used for conveying materials, must be preceded and followed on a single line, and followed on a double line, at a distance of not less than half a mile, by a man with Danger hand signals and detonators. A lorry must not be run in the wrong direction on

INSPECTORS, PLATELAYERS, GANGERS, AND OTHERS EMPLOYED ON THE PERMANENT-WAY.

a double line. In exceptional cases the authorized officer may issue special rules for the working of lorries and trollies upon any section of the line.

125. No lorry or trolley shall under any circumstances be attached to a train, and all lorries and trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

Security of lorry.

126. Every portion of the permanent-way must be inspected daily on foot by some authorized person responsible for its condition, and bridges and all other works (including signals and signal wires wherever provided and used) must be regularly inspected in accordance with rules laid down by the authorized officer.

Road to be inspected.

127. Each foreman, ganger, or mistry must report to the Inspector of Permanent-way when any telegraph post appears to be in an unsafe state, or any of the signal or telegraph wires are broken, slack, entangled, or touching each other, or any building. He must also see that all grass, creepers, boughs of trees, and rubbish are removed from the wires.

Defects of wires, &c.

Where the maintenance of the telegraph posts and wires is under the control of the Government Telegraph Department, the removal of grass, creepers, boughs of trees, and rubbish will be carried out by the Government Telegraph officers, and all reports of defects in posts and wires should be made to the officers of that Department by the Inspector.

128. No blasting shall be allowed on or near to the railway without the authority of the Engineer in charge.

Blasting.

129. Gangers must close and fasten all gates they find open.

Gates to be closed.

130. Each foreman, ganger, or mistry must, in the event of a flood, carefully examine the action of the water through the culverts and bridges on his length of line; and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper signals for the trains to proceed cautiously or to stop, as necessity may require, and inform the Inspector thereof; and, until the Inspector arrives, he must take precautionary measures for securing the safety and stability of the line.

Works in floods.

131. Gangers must keep clean the working parts of points and signals, unless the duty is otherwise specially provided for.

Cleaning of points and signals

132. Each foreman or ganger must keep his portion of the line clear and safe and the fences in repair; and if any sheep, cattle, or other animals be on the line or within the fences, he must immediately remove them, and report the circumstances to the Inspector of Permanent-way.

Line to be kept clear

133. Foremen or gangers must see that all broken chairs, rails, sleepers, or other dangerously defective materials are removed from the road with the least possible delay and sound materials substituted.

Defects.

All tools, rails, sleepers, pieces of iron or wood, or other implements or materials must be carefully placed so as to be quite clear of the line, and not within three feet of the rails.

Materials clear of rails.

REGULATIONS FOR GATEMEN, WHERE PROVIDED, AT LEVEL-CROSSINGS.

SECTION X.

REGULATIONS FOR GATEMEN, WHERE PROVIDED,
AT LEVEL-CROSSINGS.

Gate signals.

134. All level-crossings of which the gates close across the railway must be provided with red signal boards, and with lamps showing red, up and down the line, when the gates are closed across the line. The lamps must be kept lighted during the hours prescribed by the authorized officer.

Gateman's signals.

135. Every gateman must be provided with day and night hand signals, which he must know how to use, and must keep in proper order.

Fixed signals to be tested.

136. At level-crossings where fixed signals are provided, the gateman must satisfy himself of the proper working of his signals both by day and by night, and must report immediately any defect to the Inspector of Permanent-way, or other person in charge of the repair of signals, and also to the Station Master or other person under whose supervision he acts.

Gates open to Railway.

137. Unless specially ordered to the contrary, the gates at all thoroughfares must be kept open for the passage of trains, and securely closed across the thoroughfare, except when required to be opened for the road traffic, and must then as quickly as possible be closed again across the thoroughfare. Before opening the gates, the gateman must look up and down the line to assure himself that no train is approaching.

Gates open to roads.

138. Where special authority is given, gates made to close across the railway may be kept open to the public thoroughfare, except when an engine or train is due or expected, at which time such gates must be closed, and fastened across the public thoroughfare; and until such engine or train has passed, the gates must be kept closed, and no person or thing is to be allowed within them. While the gates are closed across the railway and open to the thoroughfare, the "Danger" signal must be exhibited both up and down the line. In opening double gates closing across the railway for an approaching train where there is only one signal lamp to each gate, the half with the signal lamp attached is not to be moved until the other half is shut across the thoroughfare.

Further gates to be first open.

139. The gate towards which road traffic is approaching must not be opened until the opposite gate has been opened, so as to allow it to cross over without stopping upon the line.

Trains to be observed.

140. Every gateman must take particular notice of each train, and if he should see anything wrong, he must show a danger signal to the Guard and Driver.

Position of gateman.

141. In all cases the gateman, when signaling, is to stand in a position clear of the rails, where he can be seen by the approaching Driver.

Obstructions.

142. In the event of the road being from any cause obstructed, the gateman must do everything in his power by warning approaching trains to prevent accident.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

SECTION XI.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

143. Under this system no train shall be permitted to leave one station for another— System.

Until it has been ascertained by means of the electric telegraph that the line between those stations is absolutely clear of trains and of all impediments as far as can be known, in which case a "Line clear" message must be obtained in the manner prescribed in the rules in force on each railway, or,

Unless the line is occupied only by trains running in advance and in the same direction at time intervals, in which case a "Caution" message must be obtained in the manner prescribed in the rules in force on each railway.

144. Trains may follow one another between stations in the same direction on both single and double line, subject to the following conditions:— Following trains.

- (a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes unless "Line clear" has been received.
- (b) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized officer.
- (c) The "Caution" message shall contain an entry of the time at which the preceding train left the station.

145. No one except the Station Master or other duly authorized person is to give or seek a line clear or caution message. Authority to give "Line clear."

146. Except at train terminal stations, no Station Master must apply for a line clear message from the station in advance until he has received advice that the approaching train has left the station in rear. Time for seeking "Line clear."

147. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear" or "Caution" message written on an authorised form showing that he can proceed. The Driver is to receive this written permission from no other person than the Guard of his own train or from the Station Master, or from one of the station staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving. Drivers to obtain written permission

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

Station Master to hand message to Guard.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the station staff, and a duplicate of it handed to the Guard in the same manner.

148. The Station Master or other authorized person of the station staff is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated, with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received before it is handed to the Driver. The Driver must satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated with the time added, and is signed in full and in ink.

Forms and books.

149. No forms other than those specially provided from time to time for the purpose are to be used in working under this system. And each station must keep the regular books provided for by the working orders in force.

Messages cancelled.

150. The leaves of these books are to be progressively numbered in type, and, when any message has from any cause to be cancelled, the form to which it applies must also be marked as cancelled both on the form and counterfoil, and must be carefully preserved by doubling it on the counterfoil.

Messages to be numbered.

151. In addition to the progressive printed number, every message from each station must be numbered to stations on each side from midnight to midnight, commencing with number one to each station, and this number is to be treated as a portion of the message and entered on the counterfoil.

Number to be quoted.

152. When a message is in reply to another, each station's number must be quoted at the beginning of the message.

Number to be quoted.

153. When the message bears reference to a former message in the same direction, the number of that message must also be quoted at the beginning.

Train to be described.

154. In train messages the engine or train must be distinctly described, as, for instance, "No. 2 down ballast," "No. 4 up goods," and so on; and for every train a separate enquiry and reply must be sent, but an enquiry and reply message must never be sent on one form.

Line clear enquiries.

155. In line clear enquiries, the time of arrival of the last train in the opposite direction must always be given. If the train follows another on a caution message, the time of departure of the preceding train must be endorsed on the message.

Cancellation of line clear.

156. After a line clear message has been given and has been subsequently cancelled, no train is to be started in the opposite direction on a single

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

line until a telegram has been received stating that the train for which the "Line clear" had been first given is and will be detained, and that the message has been cancelled.

157. No part of any message affecting the passage of trains must be forwarded or acted upon until the whole is written out, except when an accident may be prevented, or in other case of emergency.

Message to be wholly written before despatch.

158. Line clear or caution permissions are not to be written out in full or in part, or signed before they are required.

Messages to be signed.

159. All messages connected with train working, including "line clear" authorities, are to be written in ink or other indelible substance, and are also to be signed in full by the Station Master or other authorized person.

Form of message.

160. Line clear and enquiry messages must be retained for at least a fortnight.

Messages to be filed.

161. In case of accident to the line or train, or of failure or interruption of telegraph communication, trains must be worked between stations in accordance with rules prescribed by the authorized officer.

Interruption of system.

SECTION XII.

GENERAL REGULATIONS FOR WORKING ON THE SYSTEM TERMED "ABSOLUTE BLOCK" IN RULE 3, SECTION II.

162. The object of this system of electric train-signalling is to prevent more than one train or engine being between any two signal stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a signal station till the previous train or engine has been signalled clear.

Object.

163. On those portions of any railway which are worked on the absolute block system, a train or engine must not be allowed to enter any section until it has been ascertained by telegraph that the section is clear of trains or engines.

Absolute block working.

Except when otherwise specified, a section is to be understood to be the line between two stations outside station limits.

164. In the event of accident to the line or train, or of failure of the train signalling instruments used for block working, so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with the rules to be prescribed by the authorized officer.

Interruption of system.

SECTION XIII.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

165. Necessary information shall be afforded from time to time as to the places which are appointed staff stations.

Staff station.

166. A train staff or train staff ticket must be carried with each train or engine, and without this staff or ticket no train or engine must be allowed to leave any station.

Staff or ticket.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN
STAFF AND TICKET" IN RULE 3, SECTION II.

Staff at station.

167. No train or engine shall be permitted to leave any staff station unless the staff for that portion of the line over which it is to travel is then at that station.

Custody of staff.

168. The person in charge of the station for the time being is the only person authorized to receive and deliver the staff or ticket, and all tickets must be cancelled directly they are handed to him after use.

Staff given to Driver.

169. When a train or engine is ready to start from a station, and no second train or engine is intended to follow before the staff will be required for a train in the opposite direction, it is the duty of the person in charge of the station to give the staff to the Driver, who shall then place it in a conspicuous place provided for that purpose on the engine.

Tickets to Driver.

170. If other trains or engines are intended to follow in succession before the staff can be returned, a ticket indicating that the staff is following must be given by the person in charge of the station to the Driver of the first train or engine, the staff for the section being shown to him, and so on, with any other train or engine, except the last, the staff itself being given to the Driver of the last train or engine, as directed in rule 169. After the staff has been sent away, no other train or engine must under any circumstances leave the station to follow in the same direction until the staff for that station has been returned.

Driver to have staff or ticket.

171. No Driver with a train or engine shall leave a station until he has received the proper staff or ticket for that section of the line over which he is about to travel, and he must not take the staff or ticket from any other than the person in charge of the station for the time being. After receiving the staff or ticket, he must not start until the proper signals have been exhibited, nor when with a train until a signal has also been given by the Guard. But he must not accept a ticket in any case unless he sees the staff at the same time in the possession of the person who gives him such ticket. On arriving at the station to which the staff or ticket extends, such staff or ticket must immediately be given up to the person in charge of the station, and all tickets so given up must be immediately cancelled.

Distinguishing mark.

172. Each staff must have shown upon it the name of the staff station at each end of the portion of line to which it applies. The staff, boxes, and tickets for the different portions of the line must be distinguished by different colours.

Tickets.

173. The tickets must be kept in the proper ticket-box fastened by an inside spring, the key to open the box being the staff to which the tickets apply.

Record of tickets issued.

174. The Station Master must keep a record in a book of each ticket issued, showing the number of tickets and the particular train or engine for which it is issued.

Staff at station.

175. The staff, when at the station, must not be left in the box, but must be in the safe custody of the Station Master.

Staff or ticket to be left.

176. Drivers must not take the staff or ticket beyond the station at which it ought to be left.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

177. When trains are assisted by a second engine in the front, the leading engine must carry the staff or ticket; but when the assisting engine is pushing the train, the train engine must carry a ticket and the assisting engine the staff, except in cases where the train and the assisting engine are travelling over the entire length of line to which the staff applies, and have to be followed by another train or engine, when the train and assisting engine must each have a ticket. When the assisting engine is intended to return to the station from which it started without running through the entire portion of line to which the staff applies, it must always carry the staff.

Assisting engine.

178. In the event of an engine which carries the staff breaking down between two stations, the Firemen must take the staff to the staff station in the direction whence assistance can be obtained in order that the staff may be at the station on arrival of the engine. Should the engine that fails be in possession of a ticket instead of the staff, assistance must only come from the station at which the staff has been left. But if assistance can be more readily obtained at a station other than that where the staff is, immediate steps must be taken to have the staff transferred to the other end of the section. The Fireman must accompany the assisting engine to the place where he has left his own engine.

Engine carrying staff disabled.

Engine carrying ticket disabled.

179. When a ballast train has to work between stations, the staff must be given to the Driver in charge of it. This will close the line whilst the ballast train is at work. The ballast train must proceed afterwards to one of the staff stations to open the line before the ordinary traffic can be resumed.

Ballast train at work on the line.

Ballast trains not stopping to work between stations may run with staff or ticket as ordinary or special trains.

SAMPLE-FORM OF TRAIN STAFF TICKET.

Form of train staff ticket.

Ticket No. ..

.. *Railway.*

TRAIN STAFF TICKET.

DOWN.

Train No. ..

.. *h* .. *m.* from .. to ..

To Driver and Guard.

You are authorized to proceed from

to

And the train staff will follow.

Train No. .. *in front, left* .. *h* .. *m.*

Signed ..

Officer in charge at

Date.

**REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY"
IN RULE 3, SECTION II.**

(Back of Ticket.)

When this ticket is given to the Driver, he must before starting see the train staff for the portion of line which he is about to enter.

This ticket is to be given up by the Driver immediately on arrival to the person in charge of the station to which he is authorised to proceed, and such person will be responsible that this ticket is *at once cancelled*.

SECTION XIV.

**REGULATIONS FOR WORKING SINGLE LINES OF RAIL-
WAY ON THE SYSTEM TERMED "PILOT GUARD"
IN RULE 3, SECTION II.**

*This system is only to be held as applicable to short
branch lines.*

Pilot Guard to start trains.

180. The Pilot Guard will be distinguished by a red dress or badge; and no train or engine shall under any circumstances be allowed to run on the line unless it is either accompanied or personally started by the Pilot Guard wearing such dress or badge.

Pilot Guard, when practicable, to accompany every train.
Exception.

181. The Pilot Guard will, when practicable, accompany every train; but, when it is necessary to start two or more trains from one end of the portion of line under his control before a train has to be started from the other end, the Pilot Guard must furnish the Guard in charge of each train not accompanied by himself with a printed Pilot Guard's ticket, where such are provided, properly filled up and signed, and personally start such train, and must himself accompany the last train. The ticket will apply only to the single journey to the station named on it, where it must be immediately given up to the person in charge of the station, and all tickets so given up must be immediately cancelled.

Driver to see Pilot Guard.

182. The Driver must not start his train without seeing the Pilot Guard. But if the Pilot Guard does not accompany the train, the Driver must not start until he has received from the Guard of his train the Pilot Guard's ticket authorizing him to proceed. A Driver working an engine, unaccompanied by a Guard, must observe the same regulations as herein laid down for a Guard with a train.

SECTION XV.

**REGULATIONS FOR WORKING SINGLE LINE ON THE
SYSTEM TERMED "ONE ENGINE ONLY" IN RULE
3, SECTION II.**

*This system is only to be held as applicable to short
branch lines.*

One engine in steam.

183. Only one engine in steam, or two or more coupled together, which are then to be treated as one engine or train, must be allowed to be on the line at one and the same time, except as provided in rule 184.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED "ONE ENGINE ONLY"
IN RULE 3, SECTION II.

184. In the case of an engine or train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the engine to proceed, the Guard in charge must instruct the Driver to keep the engine stationary until his return, and then make the best of his way to the station whence assistance can be obtained, and inform the person in charge thereof of the circumstances, who will, on receipt of such information, allow a second engine to enter the line. The second engine must be accompanied by the Guard of the disabled engine or train, who must explain to the Driver where and under what circumstances the disabled engine or train is situated.

Disabled engine.

185. The Guard of the disabled engine or train will be held responsible for the safe and proper working of the line until both engines have left it, and it is again clear.

Guard of disabled train.

186. Should an engine without a Guard become disabled, the Fireman, or, if necessary, the Driver, must perform the duties prescribed for the Guard.

Absence of Guard.

R. C. B. PEMBERTON, *Colonel, R.E.,*
Secretary to the Government of India.



The Gazette of India.

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Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.—Government of India Notifications, Appointments, Promotions, Leave of Absence, General Orders, Rules and Regulations.

PART II.—Notifications by High Court, Comptroller General, Administrator General, Paper Currency Department, Presidency Pay Master, Money Order Department, Mint Master, Secretary and Treasurer, Bank of Bengal, Superintendent of Government Printing, and other Government Officers; Postal, Telegraph, and Commissariat Notices.

PART III.—Advertisements and Notices by private individuals and Corporations.

PART IV.—Acts of the Governor-General's Council assented to by the Governor-General:—

Nothing for Publication.

PART V.—Bills introduced into the Council of the Governor-General of India for making Laws and Regulations, or Reports of Select Committees presented to the Council:—

Nothing for Publication.

PART VI.—Abstract of the Proceedings of the Council of the Governor-General of India assembled for the purpose of making Laws and Regulations:—

Nothing for Publication.

SUPPLEMENT No. 46.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATION.—ECCLESIASTICAL.

Calcutta, the 14th November, 1890.

No. 330.—The services of the Reverend E. T. Beatty, of the Madras Ecclesiastical Establishment, are replaced, at the disposal of the Government of Madras, with effect from the 12th November, 1890.

J. P. HEWETT,

for Offg. Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.—FORESTS.

Calcutta, the 14th November, 1890.

No. 941-F.—The following temporary arrangements are made during the absence, on two months' privilege leave, of Major C. T. Bingham,

S.C., Officiating Conservator of Forests, 3rd grade, Tenasserim Circle, Burma:—

(i) Mr. M. H. Ferrars, Deputy Conservator, 1st grade, Burma—held charge of the Tenasserim Circle, in addition to his own duties, from the 10th October to the 6th November, 1890 (both dates inclusive).

(ii) Mr. P. J. Carter, Officiating Conservator, 3rd grade, Pegu Circle—to hold charge of the Tenasserim Circle, in addition to his own duties, with effect from the 7th November, 1890, and until Major Bingham returns from leave.

No. 943-F.—ERRATUM.—In the Notification of this Department, No. 111 F.C., dated 7th March, 1890, for "24th December, 1889," against the names of Messrs. Caccia, Clutterbuck, and Lloyd, read "23rd December, 1889;" and in Notification No. 399F., dated 23rd May last, for "with effect from the 15th April, 1890" read "with effect from the 14th April, 1890."

PATENTS.

The 13th November, 1890.

No. 2089-P.—Specifications of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, at No. 13, Wood Street, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 270 of 1889.—Francis Edward Wilson, Safe Manufacturer of Birmingham, England, and Charles Curwen Walker, Surveyor of Acocks Green, Warwick, England, for improvements in the construction of the locking action of burglar proof safes and strong rooms.

No. 272 of 1889.—Carl Lührig, of Dresden, Saxony, German Empire, Engineer, and John Charles Cuninghame, of 127, St. Vincent Street, Glasgow, Scotland, Iron and Coal Master, for coal washing and cleansing machinery.

No. 34 of 1890.—Alphonse Frager, of No. 28, Boulevard de Strasbourg, Paris, in the Republic of France, Engineer, for an electric meter.

No. 37 of 1890.—Jacques Felix Luigi, and Barthelemy Peraldi, of 53, Rue de Rivoli, Paris, for improvements in repeating fire-arms.

No. 46 of 1890.—Dan Rylands, Glass Manufacturer of Barnsley, England, for improvements in, or relating to, glass-lined fittings for glass-lined tubing.

No. 49 of 1890.—James Raper Thame, late of 3, Winders Road, Battersea, in the County of Surrey, now of Two Waters Mill, Boxmoor, in the County of Herts, Engineer, for improvements in barrels, boxes, cases or receptacles, or like articles manufactured from paper or like pulp, and in the means or apparatus employed in their manufacture.

No. 56 of 1890.—Gerard Collingwood Clark, of London, England, Manufacturer, for improvements in stoppering bottles, jars, and the like.

No. 113 of 1890.—August Graemiger, Chemist, of Cheetham; William Thomas Whitehead, Engineer, of Radcliffe; Sam Mason, Jr., Engineer, and Evan Arthur Leigh, Engineer, both of Manchester, all in the County of Lancaster, England, for improvements in machines for dyeing, bleaching, and otherwise treating yarn in cop or other compact form.

No. 117 of 1890.—Paibutty Churn Paul and Issen Chunder Kundu, both of Ram Baboo's Bazar, Bantra, in the district of Hooghly, Sugarcane Mill Manufacturers, for improvements in sugarcane crushing mills.

No. 119 of 1890.—Carl Albert Roepke, of Manchester, England, Watchmaker, for improvements in musical boxes.

No. 132 of 1890.—John Storer Connelly, Mechanical Engineer, residing at Plainfield, in the County of Union and State of New Jersey, one of the United States of America, for improvements in car-motors.

No. 150 of 1890.—Claude Young Payne, Mechanic, Jhansi, for the self-revolving railway carriage cooler.

No. 164 of 1890.—Clarence Noble Cline, Assistant, Elgin Mills Company, Cawnpore, for an improved tent.

E. C. BUCK,

Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 7th November, 1890.

No. 1761-G.—Colonel E. Mockler, Bombay General List, Infantry, Political Agent of the 2nd class, is, on return from furlough, posted as Political Agent at Muscat, with effect from the date of assuming charge.

No. 1763-G.—Mr. C. S. Bayley, Bengal Civil Service, is, on return from furlough, appointed to officiate as Political Agent of the 3rd class, and is posted as 1st Assistant to the Governor-General's Agent in Rajputana and Chief Commissioner of Ajmere-Merwara, with effect from the date of assuming charge.

No. 1767-G.—It is hereby notified, for general information, that the Swedish-Norwegian Consulate at Calcutta has been raised by the Government of Sweden and Norway to the rank of a Consulate-General, and that, with the sanction of Her Majesty's Government, the Governor-General in Council is pleased to recognize the appointment of Monsieur S. E. Voigt, Consul, to be Consul-General.

G. R. IRWIN,

*Offg Under-Secy. to the Govt. of India.**Fort William, the 14th November, 1890.*

No. 5-G.—Captain I. MacIvor, Bengal Staff Corps, Political Agent of the 3rd class, and Political Agent in Zhab, is granted privilege leave, for three months, with effect from the 15th November, 1890, or the subsequent date on which he may avail himself of the leave.

H. S. BARNES,

Offg. Depy. Secy. to the Govt. of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Simla, the 6th November, 1890.

No. 5273.—The following permanent promotions of Officers of the Account Department are notified :—

With effect from the 1st September, 1890,

Mr. G. D. Pudumjee, from class VI to class V; and

Mr. J. A. Robertson, from class VII to class VI of the Enrolled List.

No. 5274.—The portion of the Notification in this Department, No. 5064 dated the 23rd October, 1890, appointing Mr. E. S. Byrne, to officiate as Deputy Comptroller-General, is hereby cancelled.

No. 5297.—Mr. R. A. Gamble is appointed Assistant Comptroller-General, with effect from 17th October, 1890.

The 7th November, 1890.

No. 5320.—Mr. R. N. Ray, Officiating Deputy Accountant General, Punjab, is appointed to officiate as Deputy Comptroller-General.

Mr. H. S. Groves, Assistant Accountant General, Bombay, is appointed to officiate as Deputy Accountant General, Punjab.

Mr. J. A. Robertson is posted as Assistant Accountant General, Bombay.

No. 5323.—Mr. A. Kensington, Under-Secretary to the Government of India in this Department, is granted privilege leave for two months, with effect from the 10th November, 1890.

Mr. R. A. Gamble, Assistant Comptroller-General, is appointed to officiate as Under-Secretary to the Government of India in this Department during Mr. Kensington's absence on leave, or until further orders.

E. J. SINKINSON,

*Secretary to the Government of India.**Calcutta, the 13th November, 1890.*

No. 1652.—The following reversions of Officers of the Account Department during the month of October, 1890, are notified :—

With effect from the 15th October, 1890, in consequence of Mr. W. H. Dobbie's return to duty,

Mr. C. E. Crawley to revert to class IV; and

Mr. W. D. F. Cowley to officiate in class V, instead of in class IV, of the Enrolled List.

SEPARATE REVENUE.

STAMPS.

NON-JUDICIAL.

The 14th November, 1890.

No. 1661.—In exercise of the power conferred by section 8 of the Indian Stamp Act, 1879, the Governor-General in Council is pleased to direct that in the case of any Company issuing share-warrants as provided by section 30 of the Indian Companies Act, 1882, such share-warrants shall be exempt from payment of the duty specified in section 35 of the said Indian Companies Act, 1882, upon payment, as composition for that duty, to the Collector of Stamp Revenue, of three-quarters per centum of the whole subscribed capital of the Company.

No. 1662.—In exercise of the power conferred by section 9 of the Indian Stamp Act, 1879 the Governor-General in Council is pleased to rule that impressed labels shall be used to denote the duty payable, under section 35 of the Indian Companies Act, 1882, on share-warrants issued by a Company in accordance with section 30 of the said Indian Companies Act :

Provided that any such share-warrant issued previous to the date of this Notification and bearing an adhesive share-transfer stamp denoting the full amount of duty payable on the warrant shall be held to have been duly stamped.

J. F. FINLAY,

Deputy Secretary to the Government of India.

No. 5261.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.STATISTICS.*Simla, the 5th November, 1890.*

READ—

Despatch from the Secretary of State for India, No. 45 (Statistics), dated the 15th May, 1890, and enclosures.

RESOLUTION.—In compliance with the representations made by the Government of India during the last ten years, Her Majesty's Government has repealed the duty on the importation of silver plate into the United Kingdom, repealing at the same time the duty on gold plate.

2. The Government of India has always coupled with its representations against the duty a proposal for the repeal of the requirement of compulsory assay and of a fixed English standard of fineness of metal, because the retention of those requirements prevented equal competition between manufacturers in India and manufacturers in England. This part of the proposals has not been complied with, and the English law of assay and hall-marking remains unaltered; but Her Majesty's Government has proposed to provide in a Bill to be introduced in Parliament that Indian silver ware bearing an Indian hall-mark affixed under the authority of the Government of India should be admitted into the United Kingdom without being subjected to the British hall-mark regulations, and the Secretary of State for India has invited an expression of the views of the Government of India on this subject. His Lordship suggests that, if a system of Indian hall-marking is adopted, it might be made voluntary and not compulsory, and enquires what standard of fineness should, with due regard to the practice of Indian silversmiths, be adopted for the Indian silver hall-mark.

3. The most serious difficulty hitherto in subjecting Indian goods to the English assay has been that the nature of that assay is such that the goods are materially injured in the process. Hence it is necessary to send the goods to the assay office in an unfinished condition, and after they have been marked to take them back to the workshop, and finish them for sale. This cannot be done with Indian ware, and therefore in the case of such ware intended for sale in England, it will be necessary, in order to ensure its admission to free competition with English goods, that, if assay is required, it should be made in this country. Another difficulty has been that the English standard is higher than the Indian (rupee) standard, but this will disappear with the admission of an Indian standard or standards.

4. The Government of India does not consider it possible to adopt any system of compulsory assay or hall-marking. No system of assay under Government regulation has ever been in operation in this country; it is not now desired by the trade in India, or by the purchasers of Indian gold and silver ware, and it would necessarily operate unequally and unfairly in a country of long distances, costly transit, and wide distribution of manufacture. Looking, however, to the stage which has been reached, it is desirable to obtain the opinions of the persons interested on the proposal for an Indian assay, and to consider, assuming that an Indian assay should be introduced, what sort of a system should be devised.

5. The points for consideration in connection with the introduction of a system of assay are :—

- (1) Should the assay be compulsory or optional?
- (2) What standard or standards of fineness should be adopted?
- (3) Where should assay offices be located? At the two Mints only, or at other centres also?
- (4) What process for assay should be adopted?
- (5) What fees should be charged?
- (6) What distinguishing marks should be applied to the wares assayed?

6. On the first point the Government is decidedly of opinion that no such restriction of trade as would accompany a compulsory assay and hall-mark can be contemplated. The law which would be required would be of a character entirely contrary to the economic policy of the Government of India, and would be vexatious and restrictive in operation wherever it could operate (as in the Presidency towns). Apart, moreover, from the objections of principle to such a system, it is clear that the law would constantly be evaded, and a serious result of compulsion would be the discouragement of trade in British territory and its encouragement in Native States.

If any assay is to be introduced, it must be optional, and none should be required for articles which under the English law do not require to be marked.

7. On the second and third points the Governor-General in Council will reserve any expression of opinion until he is placed in possession of the views of the Local Governments and the trading and manufacturing community. As regards assay offices, it must be remembered that the establishment of new offices will involve considerable expenditure, which must all be met from fees.

8. As to the fourth point, there are three processes in use in various countries—(a) cupellation, (b) the wet method, (c) the touchstone. The two first are the most accurate, but both involve the slicing or scraping off from the piece of work of a portion of the metal to be assayed, and consequently it is found necessary to send the work to the assay office in an unfinished state, and finish it off for sale after it has been marked. If either of these processes is adopted in India, the manufacturer who works at a distance from the assay office must incur a heavy expense in cost of transit. If, for instance, he is at Delhi, he must send his wares to Bombay; then get them back to Delhi; and then, after finishing off the work, send them to Bombay again for export. In each transit the goods must be insured.

The last method—that of the touchstone—does not involve any injury to the ware, but it is not so accurate, varying, it is believed, about one per cent. in its results one way or the other. It is consequently in France and other Continental countries used only for small wares, which could not be treated by the other processes. In England it is not used at all. It would probably be best to adopt this process in India: the test is sufficiently good for practical purposes, and it has the advantage of placing manufacturers at a distance from the assay office more nearly on a level with manufacturers at an assaying centre than would be the case if the other processes were adopted.

9. On the fifth point, that of the fees to be charged, no suggestion can be made at present. The fees must bear some relation to the expenditure, and, as said above, that will be large if assays are allowed to be made elsewhere than at Calcutta and Bombay. The Mint and Assay Masters may, however, be asked to suggest a scale which would be sufficient if no new offices were established. The fees first charged would be provisional only until it is seen how the scale operates.

10. The Mint and Assay Masters may be asked to advise on the sixth point also.

11. The Governor-General in Council will be glad to learn at an early date the views of the local Governments and Administrations on all these points, and desires specially to be informed—

(a) whether the prospect of the admission of Indian artware in the precious metals to England without the necessity of undergoing there the assay by cutting and scraping is considered of sufficient importance to the trade to justify the introduction into India of a system which must necessarily be restrictive and operate unequally, whether it is compulsory or voluntary;

(b) whether the continuance of hall-marking in the United Kingdom has appreciably minimised the effects that might have been expected from the repeal of the duty on silver plate. The trade has had some experience of the effects of the repeal, and will probably be able to say what practical effect the abolition of the duty has had. It must have stimulated the transmission to England by private persons of articles not intended for sale, and therefore not requiring to be assayed; and in this way trade has probably benefited

indirectly, but it is desirable to know whether there has been any substantial increase directly in the supply of articles to be placed on sale in England.

12. One matter deserves special consideration. Section 4 of Act 47 and 48 Vict., cap. 62, is as follows:—

Articles of foreign plate which, in the opinion of the Commissioners of Customs, may be properly described as hand-chased, inlaid, bronzed, or filigree work of Oriental pattern, shall, subject to the payment of the proper duties of customs, be exempted from assay in the United Kingdom.

The Governor-General in Council is not aware of the precise significance attached by the Commissioners of Customs in England to the terms "hand-chased, inlaid, bronzed, or filigree work of Oriental pattern," but it seems possible that they cover most descriptions of Indian silver ware exported to England. It is important to know how the exemption made by the section quoted above has worked in practice, and whether it has in fact given the substantial relief that it seems to give. The opinions of those engaged in the trade on these points are particularly invited. It is possible that the terms of the existing law are not generally known in India.

13. His Excellency in Council considers it important that the questions raised in this Resolution should be carefully explained to representative native manufacturers, and their opinions obtained. It is also specially desirable that such opinions should be obtained from workers distant from the places where assay offices exist or are likely to be established: *e.g.*, the Chief Commissioner of Burma should obtain the opinions of workers at Mandalay and Rangoon, and the Government of Bombay from Kutch and elsewhere.

ORDER.—Ordered, that the Resolution, together with a copy of the Despatch and enclosures read in the preamble, be forwarded—

- (1) to the several local Governments and Administrations for the purpose indicated above ;
- (2) to the Foreign Department with the request that it may obtain and furnish to this Department opinions from the Native States of Jaipur and Kashmir ;
- (3) to the Chambers of Commerce of Calcutta, Bombay, Madras, Rangoon, and Upper India for opinion ; and
- (4) to the Trades Associations of Calcutta and Madras with the request that the Government of India may be favoured with the fullest expression of their opinion and that of individual members and representative dealers and workers in the precious metals appertaining to those bodies.

Ordered also, that these papers be forwarded to the Mint and Assay Masters, Calcutta and Bombay, with the request that this Department may be furnished with their opinion on the question generally, and specially on the second, fifth, and sixth points noticed in the Resolution ; and that the papers be published in the *Gazette of India*.

E. J. SINKINSON,
Secretary to the Government of India.

INDIA OFFICE ;

London, 15th May 1890.

STATISTICS,

No. 45.

To His Excellency The Most Honourable The Governor-General of India in Council.

MY LORD MARQUIS,—YOUR Excellency has learnt by telegraph that it has been decided to abolish the duties on the importation of silver plate into the United Kingdom. The report of the Chancellor of the Exchequer's speech* shows that Her Majesty's Government remitted the duties in deference to the wishes and interests of the people of India.

*Hansard's Debates, 17th April 1890, page 721.

2. The question of abolishing the British system of hall-marking and the views of the Indian Government on the matter were also considered. But it was decided not to interfere with the law and practice concerning hall-marking in the United Kingdom. The majority of people interested in the trade and those conversant with the artistic side of the question are believed to be strongly in favour of retaining the system of hall-marking. Her Majesty's Government proposed, however, to mitigate as far as possible any inconvenience under which the Indian silver trade might suffer, by providing that Indian silver work bearing an Indian hall-mark affixed under the authority of your Government should be admitted into the United Kingdom without being subjected to the British hall-mark regulations.

3. The Bill dealing with the matter will be forwarded to Your Excellency as soon as it is introduced. Meanwhile I shall be glad to learn at an early date what standard of fineness your Government would, with due regard to the practice of Indian silversmiths, propose to adopt for the Indian silver hall-mark. I

By book-post.

forward a copy of a Parliamentary return showing the standards of fineness adopted by different European nations which maintain a system of hall-marking.

4. It is perhaps needless for me to observe that, if a hall-mark is established for India, it might be permissive and not obligatory. Any dealer who desired to send silver ware to England without being liable to the British hall-marking system would get his wares assayed and marked in India under such rules as Your Excellency might prescribe. I anticipate that the new law and practice in the United Kingdom will follow the practice now existing, whereby artistic silver ware

†47 & 48 Vict., cap. 62, section 4.

or ware belonging to private persons and not intended for sale is exempted from the hall-mark regulations.†

5. I forward a copy of a letter from Mr. W. Carlton Wood, on behalf of Messrs. Orr & Sons, on the subject of hall-marking in India, together with the reply that I have caused to be sent thereto.

I have the honour to be,

MY LORD MARQUIS,

Your Lordship's most obedient, humble Servant,

(Signed) CROSS.

ENCLOSURES.

No. 1.

41, BASINGHALL STREET, LONDON, E.C.,

29th April 1890.

MY LORD,—As representing Messrs. P. Orr & Sons, of Madras, silversmiths, and in view of the answer given last night in the House of Commons by the Chancellor of the Exchequer, that communications would be addressed to the Government of India before the proposed standard for hall-marking Indian silver plate was fixed, I beg respectfully to submit for consideration some practical points on the inherent difficulties of compulsory hall-marking, and with a view of demonstrating that "rupee standard" will not meet the requirements of Indian manufacturers:—

- (1) The vast body of Indian silversmiths are of the small trader class. The silver used by them from time immemorial is obtained by melting rupee coins. No other silver is generally obtained by men of that class. They are *not* silver refiners.
- (2) It is a necessity that solder be of a harder and inferior quality to the metal in the article soldered. The Indian silversmith notoriously solders heavily: consequently it is evident that no article made from rupee coins would pass the English Hall if the rupee standard be adopted. It is well known that English silversmiths overcome the difficulty of the solder by obtaining from the bullion dealers silver $\frac{1}{2}$ to 1 dwt. per ounce *better* than standard, thereby rendering the whole article standard.

- (3) Coins in use contract dirt, and it is doubtful if metal obtained from a quantity of rupee coins thrown into the melting pot would pass the English Hall even in the few articles where no solder is used.
- (4) The great objection of Indian manufacturers to the English hall-marking is that the system adopted, "the scrape and parting assay," is unsuitable to finished goods, which are thereby rendered unsaleable without being returned to a workshop. The English manufacturers' practice of sending goods to the Hall "in the rough" is practically not open to Indian makers. If hall-marking remains compulsory, I beg to submit that the French system of assaying finished plate by "the touch," which in no way damages the goods, should be adopted here. I recognise that "the touch" is not so absolutely accurate as the "the scrape," but I respectfully submit that a plan proved adequate in France can scarcely be inapplicable in England.

The difficulty of fixing an arbitrary standard that will really meet the requirements of Indian trade is considerable, and I respectfully submit that optional hall-marking is the true remedy. If this is unattainable, I beg to recommend that, subject to Indian plate bearing a stipulated mark or letter defining it as Indian, it be allowed free sale in this country without assay.

I respectfully submit that, if the rupee standard be adopted and hall-marking with the system of "the scrape" be compulsory, no trade in ordinary Indian plate can result, and the assertion will be made in India that the British Government have given with one hand and taken away with the other.

I have, &c.,

(Signed) W. CARLTON WOOD.

The Secretary of State for India.

No. 2.

INDIA OFFICE,
14th May 1890.

SIR,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter, dated the 29th April, urging objections to the system of compulsory hall-marking of Indian plate, and to inform you that a copy of your letter will be sent to the Government of India for their consideration.

I am, &c.,

(Signed) C. E. BERNARD,

Secretary, Revenue and Statistics Department.

W. Carlton Wood, Esq.

No. 5265.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ACCOUNTS AND FINANCE,
MINT.

Simla, the 7th November 1890.

READ the following letters transmitting reports on the working of the Mints and the Assay Offices of Bombay and Calcutta for the year 1889-90 :—

From the Mint Master, Bombay, No. 872, dated 8th September 1890.

From the Assay Master, Bombay, No. 20, dated 1st May 1890.

From the Mint Master, Calcutta, No. 1073, dated 19th July 1890.

From the Assay Master, Calcutta, No. 20, dated 28th May 1890.

I.—WORKING OF THE MINTS.

Imports and Coinage: Gold.—In the year 1889-90 the net imports of gold amounted in value to ₹4,61,53,038 against ₹2,81,39,341 in 1888-89, the bulk of it (₹4,08,25,128) being imported into Bombay. But a small fraction of this large quantity was tendered for coinage at the Calcutta Mint (value ₹2,15,785), the gold consisting largely of new sovereigns. The Mint coined 15,367 mohurs, being 294 more than in the year previous. No gold was tendered to the Bombay Mint for coinage, and none was coined there.

2. Imports and Coinage: Silver.—The net imports of silver during 1889-90 amounted to ₹10,93,79,000 against ₹9,24,66,000 in the year 1888-89. Net imports into Calcutta were less by ₹4,912,000 and those into Bombay were more by ₹2,07,61,000 than in the year 1888-89. The amount tendered for coinage exceeded that of 1888-89 by 18½ lakhs in the Calcutta Mint and by 99 lakhs in the Bombay Mint. The coinage of silver during the year in both Mints amounted to ₹8,55,11,600 in value against ₹7,28,22,500 in 1888-89. The increase occurred principally in the Bombay Mint, where the coinage amounted to ₹7,45,53,000, exceeding that of the previous year by ₹1,22,05,000.

3. Total Coinage, Gold and Silver—The value of the total coinage of gold and silver at each of the two Mints for the last five years is shewn below :

	CALCUTTA.					BOMBAY.				
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Gold	2,25,900	...	...	2,26,100	2,30,500	...	...	...	..	.
Silver	3,46,97,300	1,07,45,700	4,70,52,300	1,04,74,500	1,09,58,600	6,81,58,300	3,54,19,600	6,08,32,000	6,23,48,000	7,45,53,000
TOTAL	3,49,23,200	1,07,45,700	4,70,52,300	1,07,00,600	1,11,89,100	6,81,58,300	3,54,19,600	6,08,32,000	6,23,48,000	7,45,53,000

4. Silver tendered for coinage by the Currency Department.—In 1889-90 silver to the value of ₹59,60,500 was transferred by the Currency Department in Calcutta to the Mint for coinage in exchange for Mint certificates, as compared with ₹39,90,700 of the previous year. In Bombay ₹7,44.87,800 worth of silver was similarly transferred by the Currency Department to the Mint against ₹6,25,22,000 in 1888-89.

5. Re-coinage of old coin.—In the Bombay Mint uncurrent silver coin and bullion received from treasuries for re-coinage amounted to ₹6,46,380 against ₹1,91,554 of the previous year, or ₹4,54,826 in excess, of which ₹3,95,778 represents the value of Cutch koris received from the Political Agent, Cutch. In the Calcutta Mint the uncurrent coin and bullion received from Government Treasuries for re-coinage amounted to ₹55,65,252, being less than the previous year's receipts by ₹16,32,306. Of the uncurrent coin, 2,406,000 were Burma rupees and 2,830,000 shroff-marked rupees withdrawn from circulation principally from the North-Western Provinces and Oudh and the Punjab. Some Arcot rupees, representing 199 lakhs in tale, were also received from Madras. The rest of the uncurrent coin was composed of Government coin reduced in weight either by ordinary wear and tear or by fraudulent means.

During the year State Railways were authorised to remit light uncurrent coin direct to the Mint, and such coin of the nominal value of ₹3,783 was received by the Calcutta Mint. These coins had been reduced by fraudulent means, soldered or otherwise mutilated.

6. Copper coinage.—During the year it was decided that the whole of the copper coinage for India should be carried out at the Calcutta Mint, as the arrangements for the manufacture of copper were better adapted for the purpose in Calcutta than in Bombay. In consequence mainly of this transfer, the nominal value of copper coin coined during the year in the Calcutta Mint was ₹17,16,613 against ₹8,73,757 for 1888-89, or about double the amount of the previous year. There was also a considerable coinage executed for the British East Africa Company. The quantity of copper purchased in the year for coinage in the Calcutta Mint was 26,479 maunds at an average rate of ₹29.41 per maund, as compared with 11,733 maunds at an average cost of ₹45.54 per maund in the previous year.

In Bombay the copper coin struck during the first half of the official year, after which no more copper was coined there, amounted in value to ₹3,28,071 against ₹1,41,280 of the previous year.

The Government of India notes with satisfaction the improvements made in connection with the coinage of copper, recorded in paragraph 12 of the report of the Calcutta Mint Master.

7. *Gain on copper coinage.*—The gain on the copper coin passed into circulation during the last five years is shewn below :

	R
1885-86	1,11,053
1886-87	7,67,040
1887-88	9,03,187
1888-89	6,37,195
1889-90	7,95,992

8. *Operative losses.*—The operative losses for melting and coining combined, after making corrections for fictitious losses and gains, amounted to ₹6,597 in Calcutta and to ₹42,000 in Bombay. This loss is equivalent to a rate of ₹30 per lakh rolled for the Calcutta Mint and ₹33 per lakh for the Bombay Mint. Considering, however, that it is exceedingly difficult to apply accurately the corrections for fictitious losses and gains, it would be safer, in the opinion of both the Mint Masters, to consider the rate of loss at from ₹25 to ₹35 per lakh for the Calcutta Mint, and from ₹28 to ₹38 per lakh for the Bombay Mint.

9. *Revenue and Expenditure.*—The total revenue and expenditure of the two Mints for the last five years are as follows :—

	REVENUE.						EXPENDITURE.		
	SEIGNORAGE.			OTHER RECEIPTS.					
	Calcutta.	Bombay.	TOTAL.	Calcutta.	Bombay.	TOTAL.	Calcutta.	Bombay.	TOTAL.
	R	R	R	R	R	R	R	R	R
1885-86 .	5,72,608	13,62,356	19,34,964	80,147	1,77,907	2,58,054	10,56,864	9,66,728	20,23,592
1886-87 .	2,01,787	6,87,834	8,89,621	60,724	93,991	1,54,715	8,46,922	7,47,864	15,94,786
1887-88 .	1,85,718	12,46,367	14,32,085	84,442	1,35,363	2,19,805	10,63,703	8,67,196	19,30,899
1888-89 .	75,292	12,50,441	13,25,733	63,629	1,17,518	1,81,147	9,00,184	8,44,265	17,44,449
1889-90 .	1,21,514	14,89,741	16,11,255	62,697	1,72,342	2,35,039	9,38,109	10,31,251	19,69,360
TOTAL .	11,56,919	60,36,739	71,93,658	3,51,639	6,97,121	10,48,760	48,05,782	44,57,304	92,63,086
	82,42,418						92,63,086		

Thus the total revenue of both the Mints during the last five years falls short of the total expenditure by ₹10,20,668, so that the Mints have been worked at an average loss of ₹2,04,133 per annum, which occurs entirely in the Calcutta Mint. It is satisfactory, however, to note that the average loss is gradually diminishing, thus :

	R
Average annual loss for five years ending 1885-86	6,07,380
Ditto ditto ditto 1886-87	5,28,300
Ditto ditto ditto 1887-88	4,69,754
Ditto ditto ditto 1888-89	3,31,124
Ditto ditto ditto 1889-90	2,04,133

The expenditure on salaries and establishments in the two Mints during the year 1889-90 amounted to ₹5,37,483, being more by ₹2,782 than that of the preceding year, as shewn below :

	CALCUTTA.			BOMBAY.		
	1888-89.	1889-90.	Increase + Decrease -	1888-89.	1889-90.	Increase + Decrease -
	R	R	R	R	R	R
Fixed Establishment .	1,89,560	1,86,376	—3,184	2,23,327	2,20,818	—2,509
Extra ditto .	63,031	67,355	+4,324	58,783	62,934	+4,151
TOTAL .	2,52,591	2,53,731	+1,140	2,82,110	2,83,752	+1,642

In both the Mints there was a decrease of fixed establishment charges and an increase of extra establishment charges owing to a pressure of work during the year.

10. *Local and English Stores.*—In the Calcutta Mint the outlay on stores increased from ₹54,190 in 1888-89 to ₹84,644 in 1889-90. The increased expenditure is due principally to the cost of packing boxes and packing paper for copper coin required for the increased copper coinage. The cost of stores in the Bombay Mint amounted to ₹1,60,476 against ₹1,07,614 in 1888-89. The increase is due to the cost of additional crucibles and to larger quantities of coke and coal being used owing to increased coinage.

11. *Pro-forma Charges.*—These indirect charges in the two Mints compare with those of the previous year as below:

	CALCUTTA.			BOMBAY.		
	1888-89.	1889-90.	Increase + Decrease -	1888-89.	1889-90.	Increase + Decrease -
	₹	₹	₹	₹	₹	₹
Cost of pensions and fur- lough allowances	31,004	30,402	—602	23,639	20,121	—3,518
Interest on stock and block	3,85,936	3,99,200	+13,264	3,48,980	3,82,737	+33,757
TOTAL	4,16,940	4,29,602	+12,662	3,72,619	4,02,858	+30,239

In both the Mints there has been an increase in the charge for interest, as the average balance of silver bullion during the year was higher than that of the previous year.

12. *Miscellaneous Work.*—The cost of the miscellaneous work done in the Calcutta Mint during the year was ₹66,429, and the total realisations were ₹73,696, giving a net profit of ₹7,267 against ₹3,685 of the year previous. In the Bombay Mint the net profit amounted to ₹2,050, the cost of the work done being ₹13,031, and the sum realised ₹15,081. The most important of these works was the manufacture in the Calcutta Mint of about 13,000 silver ware medals.

13. *Coinage for the British Imperial East Africa Company.*—After some correspondence with the British Imperial East Africa Company, the manufacture of silver and copper coins for the Company was undertaken by the Calcutta Mint with the sanction of the Government of India. The coins are of the same weight and fineness as the coins of the Government of India, but the designs on them are such as to prevent their being mistaken for British Indian coins. Four tons of copper coins were coined during the year for the Company, and they have made a requisition for a supply of three tons monthly.

14. *Capital Account.*—In the Calcutta Mint the balance of the capital account at the close of the year stands at ₹76,34,521, being ₹1,878 less than the figure for the last year. To the capital of the Bombay Mint ₹83,875 were debited during the year on account of buildings and plant, the balance at the close of the year standing at ₹36,72,322.

15. *Mint robbery and offences against the coinage.*—In June 1889 there was a robbery in the Melting Department of the Bombay Mint of about 700 tolas of standard silver. The offenders have not been discovered, but strong suspicion fell upon a clerk and two weighers of the Mint establishment, who have been dismissed, and better arrangements have been sanctioned for the protection of the Mint buildings and premises.

During the calendar year 1889, 771 cases were brought to trial for offences against the coinage, and 550 persons were convicted. Most of the cases were for "possessing or delivering counterfeited coin," the number of prosecutions for "counterfeiting coin" being 29 only.

II.—WORKING OF THE ASSAY OFFICES.

16. *Number of assays made.*—The total number of gold assays made during the year in Calcutta was 1,002 against 871 in the previous year. The total number of silver and miscellaneous assays in Calcutta was 10,183, against 10,940 in the year 1888-89, and in Bombay 40,964 against 34,764, or 6,200 in excess, due to the increased manufacture of silver coins during the year.

17. *Assays of silver bullion alligated to standard.*—The average fineness of silver meltings for coinage in Calcutta was 916·069 per mille against 916·158 per mille in 1888-89. In the Bombay Mint the average fineness was 915·78 as compared with 915·72 per mille in 1888-89.

The average fineness of the gold coinage in the Calcutta Mint was 916·375 per mille against 916·333 per mille in the previous year.

18. *Parting assay of silver coins.*—The average proportion of gold found in the silver pyx at the Calcutta Mint during the year was 0·753 per mille as contrasted with 1·108 per mille in the previous year, and it is estimated that the whole silver coinage issued during the year contained about 8,246 tolas of pure gold, worth ₹1,89,658.

The average proportion of gold found in the silver pyx coins at the Bombay Mint was ·064 per mille against ·090 in 1888-89.

During the year under review parting assays were systematically made in the Calcutta Mint on the principal classes of silver bullion melted for coinage with the view of ascertaining whether bullion rich in gold might not be profitably refined, in order to extract the gold before the silver was coined. The results indicated that it would not be worth while to undertake the refining.

19. *Pyx trials of gold mohurs.*—The average weight of 30 gold mohurs tested in the Calcutta Mint during the year was 180·017 grains, the lightest piece being found to weigh 179·84 and the heaviest 180·25 grains. The average fineness obtained from 16 assays was 916·531. All these variations are within the limit allowed by the law.

20. *Pyx trials of silver coins.*—The procedure followed in the Calcutta Mint for testing the weight and fineness of these coins during the year was precisely the same as adopted in last year. In the trials for weight, the total number of coins weighed was 880, of which the lightest was 179·23 grains and the heaviest 180·96 grains. Out of all the coins weighed, 17·38 per cent. proved to be of the exact standard weight of 180 grains. Only two coins in as many different trials were found to be heavy beyond the legal remedy allowed by the Act. A second pyx was in each case examined accordingly, and no unsatisfactory coin being found in the trials, no re-weighments were made.

The tests for fineness of rupees were 87 in number, ₹870 being assayed singly, and ₹1,720 in groups of 20 after melting. The extreme variations in fineness of the coins assayed singly were from 914·8 to 918·6, and consequently no coin was found beyond the legal remedy in fineness. The average fineness of those assayed in groups of 20 after melting was 916·855, the highest and lowest figures for all the meltings being 917·6 to 916·4 per mille.

In the Bombay Mint, out of 764 deliveries during the year, one had to be re-adjusted, as more than one coin was found to be beyond remedy in weight. In the tests for fineness, one lakh of rupee coinage had to be re-melted owing to two coins being found to be high beyond remedy.

The results of the pyx trials are summarised below :

	Total number of coins coined.	Number of coins weighed singly.	Number of coins assayed singly.	Number of coins assayed after melting.	Average weight in grains.	Average fineness of coins assayed singly (per mille).	Average fineness of coins assayed after melting (per mille).	Proportion of gold in pyx coins (per mille).
<i>Calcutta.</i>								
Gold mohurs .	15,367	30	8	...	180·017	916·531	...	...
Rupees .	7,757,854	880	870	1,720	179·999	916·859	916·855	0·448
½ rupees .	2,330,514	310	260	1,040	89·999	916·733	916·750	1·071
¼ " .	8,074,671	460	460	4,600	45·020	916·349	916·824	1·729
1/16 " .	134,662	20	20	400	22·433	915·685	916·100	1·974
TOTAL .	18,313,068	1,700	1,618	7,760	...	...	...	...
<i>Bombay.</i>								
Rupees .	72,200,000	15,720	3,711	18,150	180·015	916·70	916·76	} ·064
½ rupees .	1,081,476	150	30	300	89·986	916·85	916·73	
¼ " .	4,297,336	425	85	1,700	44·990	916·80	916·90	
1/16 " .	5,894,824	350	70	2,800	22·480	917·51	917·40	
TOTAL .	83,475,836	16,645	3,896	22,950	...	...	...	·064

The results of the pyx trials of the two Mints during the year may be thus compared :

	CALCUTTA.	BOMBAY.
	1889-90.	1889-90.
Average weight of pyx rupees	Grains. 179'999	Grains. 180'015
Average fineness of pyx rupee coins assayed singly .	Per mille. 916'859	Per mille. 916'697
Average fineness of pyx rupee coins assayed after melting	916'855	916'760

The results of the pyx trials of 1889-90 of both Mints are contrasted below with those of 1888-89 :

	Gold mohurs.	Rupees.	$\frac{1}{2}$ rupees.	$\frac{1}{4}$ rupees.	$\frac{1}{16}$ th rupees.
AVERAGE WEIGHT IN GRAINS—					
<i>Calcutta.</i>					
1888-89	180'017	179'992	90'019	44'999	22'482
1889-90	180'017	179'999	89'999	45'020	22'433
<i>Bombay.</i>					
1888-89 . . . . .	...	180'003	89'971	44'980	22'483
1889-90 . . . . .	...	180'015	89'986	44'990	22'480
AVERAGE FINENESS PER MILLE—					
<i>Calcutta.</i>					
1888-89	916'587	916'740	916'845	917'199	917'134
1889-90	916'531	916'859	916'733	916'349	915'685
<i>Bombay.</i>					
1888-89 . . . . .	...	916'60	916'27	916'85	916'74
1889-90 . . . . .	...	916'70	916'85	916'80	917'51

21. *Pyx trials in England.*—The result of the examination of the pyx coins of the Indian Mints by the Royal Mint at London was satisfactory, the Deputy Master and Comptroller of the Mint having reported that "the standard weight and fineness of the coins have been maintained with accuracy."

22. The Governor-General in Council acknowledges the efficiency with which the Mint and Assay Departments have been controlled and worked by the officers in charge.

ORDER.—Ordered, that this Resolution be published in the *Gazette of India*.

Ordered also, that copies of this Resolution be forwarded to the Mint Masters, Calcutta and Bombay (with printed copies of the two reports on the working of the Mints), and to the Assay Masters, Calcutta and Bombay (with printed copies of the two reports on the working of the Assay Departments).

E. J. SINKINSON,

Secretary to the Government of India.

ACCOUNTS AND FINANCE. PAPER CURRENCY.

The 13th November, 1890.

No. 1654.—Abstract of the Accounts of the Department of Issue of Paper Currency on the 31st October, 1890, published as required by Section 27 of the Indian Paper Currency Act, XX of 1882.

CIRCLES OF ISSUE.	Whole Amount of Notes in Circulation.	RESERVE IN SILVER COIN AND BULLION.		
		Coin.	Bullion.	TOTAL.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Calcutta .	9,39,61,545	4,32,43,437	83,89,310	5,16,32,747
Allahabad .	1,00,72,920	1,99,03,810	...	1,99,03,830
Lahore .	1,29,73,765	1,51,20,440	...	1,51,20,440
Bombay .	10,11,92,775	6,23,46,787	1,25,72,556	7,49,19,343
Kurrachee .	51,59,975	66,44,310	24,700	66,69,010
Madras .	2,37,95,040	1,25,15,010	6,06,000	1,31,21,010
Calicut .	24,02,165	17,89,870	...	17,89,870
Rangoon .	69,41,310	1,34,02,665	...	1,34,02,665
TOTAL	25,65,59,495	17,49,66,949	2,15,92,566	19,65,59,515
Price paid for Government Securities of the nominal value of Rs. 25,31,100 held under Section 19 of the Act				5,99,99,980
GRAND TOTAL				25,65,59,495

J. F. FINLAY,

Deputy Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 14th November, 1890.

APPOINTMENTS.

ADJUTANT GENERAL'S DEPARTMENT.

No. 1010.—Colonel G. R. J. Shakespear, Bengal Staff Corps, Officiating Assistant Adjutant General, to be an Assistant Adjutant General on the establishment, *vice* Colonel R. Eardley-Wilmot, who has vacated that appointment. Dated 25th October, 1890.

No. 1011.—Major V. W. Jenkins, West Riding Regiment, Deputy Assistant Adjutant General, to be an Assistant Adjutant General on the establishment; Captain the Honourable U. de R. B. Roche, South Wales Borderers, Officiating Deputy Assistant Adjutant General, to be a Deputy Assistant Adjutant General on the establishment;

with effect from the 25th October, 1890, *vice* Major H. M. E. Brunker, Assistant Adjutant General, who has vacated that appointment.

STAFF CORPS—

No. 1012.—Lieutenant Alfred Coryton McCrea, Royal Irish Fusiliers, Officiating Wing Officer, 37th (Dogra) Regiment of Bengal Infantry, having completed 18 months' probationary service, is admitted to the Bengal Staff Corps from the 22nd April, 1889, subject to confirmation by the Secretary of State for India.

No. 1013.—Second Lieutenant Walter Andrew Fraser, 1st Battalion, Suffolk Regiment, Officiat-

ing Squadron Officer on probation, 5th Bengal Cavalry, having completed 18 months' probationary service, is admitted to the Bengal Staff Corps from the 20th April, 1889, subject to confirmation by the Secretary of State for India.

Second Lieutenant Fraser will rank as Lieutenant in the Bengal Staff Corps from the above date, subject to Her Majesty's approval.

No. 1014.—Second Lieutenant Henry Hamilton Fyers Turner, 1st Battalion, East Lancashire Regiment, Officiating Squadron Officer on probation, 2nd Bengal Lancers, having completed 18 months' probationary service, is admitted to the Bengal Staff Corps from the 1st April, 1889, subject to confirmation by the Secretary of State for India.

Second Lieutenant Turner will rank as Lieutenant in the Bengal Staff Corps from the above date, subject to Her Majesty's approval.

FURLOUGH AND LEAVE.

No. 1015.—The undermentioned officers are granted furlough out of India:—

Major G. Hildebrand, R.E., Superintending Engineer, 1st class, Military Works Department, Deputy Director, Military Works for Fortifications, (u. p. a.) from 28th September to 20th October, 1890, inclusive, under Rule XI of the regulations of 1868. This cancels the furlough granted to him in G. G. O. No. 172 of 1890.

No. 1016.—The undermentioned officer is granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:—

Lieutenant F. deH. Smith, Bengal Staff Corps, Central India Horse, for 182 days. Pension service—6th year commenced 9th May, 1890.

No. 1017.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps; the specified period to count from the date of being struck off duty:—

Lieutenant A. S. Regbie, Bengal Staff Corps, Wing Officer, 16th (The Lucknow) Regiment of Bengal Infantry, for 122 days. Pension service—5th year commenced 25th August, 1890.

No. 1018.—Colonel J. Cook, Bengal Staff Corps, Commandant, 36th (Sikh) Regiment of Bengal Infantry, is granted an extension of leave to the 17th October, 1890.

LONDON GAZETTE.

No. 1019.—The following extracts are published for general information:—

"London Gazette," dated the 14th October, 1890, pages 5454 and 5455.

War Office, Pall Mall,
14th October, 1890.

MEMORANDA.

* * * * *

INDIAN LOCAL SERVICE.

Major-General Henry Hamer Stansfeld, Bengal Infantry, has been transferred to the

Unemployed Supernumerary List. Dated 23rd September, 1890.

Colonel George Edward Henry Beauchamp, Madras Infantry, to be Major-General. Dated 23rd September, 1890.

India Office, 14th October, 1890.

The Queen has approved of the following promotions among the Officers of the Staff Corps and Indian Military Forces, and admissions to the Staff Corps made by the Governments in India:—

BENGAL STAFF CORPS.

To be Lieutenant-Colonels.

Major Thomas James Bailey. Dated 5th August, 1890.

Major Stannus Verner Gordon. Dated 9th August, 1890.

To be Major.

Captain Henry Spencer Wheatley. Dated 3rd August, 1890.

Lieutenants to be Captains.

Dated 6th August, 1890.

William Paul Anderson.

Dated 13th August, 1890.

Frederick Campbell.
George Herbert Weller.
George Patrick Ranken.
John Murchison Fleming.
William Annesley Burton Dennys.
John Lampen.
Norman Chichester Perkins.
Charles Grant Franco Edwards.
Robert Henry Twigg.
Henry Hamilton.
James Robert Dunlop-Smith.
Frederick William Repton.
Raleigh Gilbert Egerton.
Rolland Frederick Hart Anderson.
Richard Money Maxwell.
Thomas Henry Bairnsfather.
Boyce William Morton.
Lindsay Sherwood Newmarch.
Willoughby Thuillier.
Lewis Ernest Cooper.
Edmond Boteler Burton.
George Francis Rowcroft.
William Prior.
Mark Ancrum Kerr.
George Hastings Butcher.
Donald Charles Frederick Macintyre.
Arthur Robertson Browning.
Clement Henry Billings.
John Russell Colquhoun Colvin.
Percy Balderston Vaughan.

To be Lieutenants.

Lieutenant Francis Peirson Webber, from the Royal Sussex Regiment. Dated 22nd September, 1888, but to rank from 6th May, 1885.

Lieutenant Thomas Young Seddon, from the Worcestershire Regiment. Dated 27th April, 1889, but to rank from 9th May, 1885.

Lieutenant FitzHardinge Wintle, from the Border Regiment. Dated 11th July, 1889, but to rank from 29th August, 1885.

Lieutenant Henry William Richard Senior, from the Leinster Regiment. Dated 5th July, 1888, but to rank from 25th August, 1886.

Lieutenant Lionel Wilhelm Brackenbury, from the East Surrey Regiment. Dated 19th August, 1888, but to rank from 25th August, 1886.

Second Lieutenant Michael Williamson, from the Royal West Surrey Regiment. Dated 7th December, 1888.

Second Lieutenant Francis Pearson Shaw Dunsford, from the Durham Light Infantry. Dated 11th December, 1888.

Second Lieutenant Colin Campbell Renton, from the Yorkshire Light Infantry. Dated 4th February, 1889.

Second Lieutenant Algernon Edward Webb, from the Northumberland Fusiliers. Dated 14th May, 1890.

* * * * *

INDIAN ARMY.

To be Colonels.

Lieutenant-Colonel William Bannatyne Warner, Madras Cavalry. Dated 17th May, 1890.

Lieutenant-Colonel Herbert Maynard Ramsay, Bengal Infantry. Dated 4th August, 1890.

The Queen has also approved of the retirement from the service of the undermentioned officers:—

Colonel George Campbell Ross, Bengal Staff Corps. Dated 1st August, 1890.

Colonel Arthur Theodore Woodhouse, Madras Staff Corps. Dated 22nd September, 1890.

Lieutenant-Colonel John Edward Paget Mosley, Bengal Staff Corps. Dated 13th October, 1890.

Major Charles Henry Simpson, Madras Staff Corps. Dated 31st August, 1890.

Brigade-Surgeon John Bennett, M.D., Bengal Medical Establishment. Dated 26th September, 1890.

The Queen has also approved of the transfer of the undermentioned officer from the Half-pay List to the Retired List:—

Surgeon John Gatchell Hancock, Bengal Medical Establishment. Dated 27th September, 1890.

"*London Gazette*," dated the 21st October, 1890, page 5559.

War Office, Pall Mall,

21st October, 1890.

MEMORANDA.

* * * * *

Deputy Assistant Commissary Alexander Paterson, Bengal Establishment, has been granted the honorary rank of Lieutenant. Dated 28th June, 1890.

* * * * *

PENSIONS.

No. 1020.—Conductor E. G. Soper, Ordnance Department, Bengal, has been transferred to the Pension Establishment, with effect from the 11th November, 1890.

No. 1021.—Sub-Conductor M. Hanron, Military Works Department, is transferred to the Pension Establishment.

PROMOTIONS.

No. 1022.—The following promotions are made, subject to Her Majesty's approval :—

To be Colonels in the Army.

Dated 12th November, 1890.

Lieutenant-Colonel Allan Chaplin, Madras General List Infantry.

Lieutenant-Colonel George Lecky, Madras Staff Corps.

BENGAL STAFF CORPS.

To be Major.

Captain Alexander Thomas Weller, 12th November, 1890.

MARINE DEPARTMENT.**APPOINTMENTS.**

No. 56.—Captain F. M. Barwick, Indian Marine, Officiating Transport Officer, Mandalay, is confirmed in that appointment, with effect from the 28th October, 1890.

E. H. H. COLLEN,
Secretary to the Government of India.

MILITARY DEPARTMENT.**NOTIFICATION.**

Calcutta, the 14th November, 1890.

Under Clause 25 of the Regulations appended to the Regimental Debts Act of 1863, it is notified that report of the death of the undermentioned Commissioned Officer, on the date specified, was received in the Military Department between the 8th and 14th November, 1890 :—

Corps.	Rank and Name.	Date of Decease.	Place of Decease.	Testate or Intestate.	REMARKS.
Invalid Establishment, Bengal.	Lieutenant J. F. Pogson	21st Oct., 1890	Koteghur.		

E. H. H. COLLEN,
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.**NOTIFICATIONS.**

Simla, the 5th November, 1890.

No. 482.—Mr. J. D. L. Calder, Accountant, 1st grade, and Honorary Assistant Examiner, in the Office of the Examiner of Public Works Accounts, Madras, is, as a temporary measure, appointed to officiate as Deputy Examiner of Accounts.

No. 482.—Mr. P. Owen, Candidate, Superior Revenue Establishment of State Railways, Traffic Department, is permitted, at his own request, to resign the service of Government.

No. 483.—Mr. R. S. J. Routh, Executive Engineer, 3rd grade, sub. *pro tem.*, State Railways, whose services were lent to the Bengal-Nagpur Railway Company, is transferred to the Establishment under the control of the Government of Madras for employment on Railways.

The 7th November, 1890.

No. 484.—Mr. H. T. Geoghegan, Superintending Engineer, 1st class, State Railways, is

permitted, at his own request, to retire from the service, with effect from the 1st December, 1890.

No. 485.—Lieutenant E. M. J. Burn, R.E., is appointed to the Public Works Department, with the rank of Assistant Engineer, 2nd grade, and is posted to Baluchistan.

The 8th November, 1890.

No. 486.—The services of Colonel R. C. B. Pemberton, R.E., Secretary to the Government of India in the Public Works Department, are placed at the disposal of the Military Department, with effect from the afternoon of the 15th November, 1890, on the expiry of the extension of office granted in Public Works Department Notification No. 321, dated 22nd October, 1889.

No. 487.—With reference to Notification No. 486 of this date, the Governor-General in Council is pleased to order the following appointments :—

Colonel J. G. Forbes, R.E., Inspector-General of Irrigation and Deputy Secretary to the Government of India in the Public Works

Department, to be Secretary to the Government of India in the Public Works Department, *vice* Colonel R. C. B. Pemberton, R.E.

Colonel F. J. Home, R.E., Chief Engineer, 2nd class, sub. *pro tem.*, Officiating Secretary to the Government of Punjab, in the Public Works Department, to be Inspector-General of Irrigation and Deputy Secretary to the Government of India, in the Public Works Department, *vice* Colonel J. G. Forbes, R.E.

No. 488.—Major J. W. Ottley, R.E., Superintending Engineer, 2nd class, Punjab, is promoted to Chief Engineer, 3rd class, and is appointed Chief Engineer and Joint Secretary to the Government of Punjab, in the Public Works Department, in succession to Colonel F. J. Home, R.E.

No. 489.—Honorary Lieutenant W. Marr, Assistant Engineer, 1st grade, Burma, is transferred to the Military Works Department.

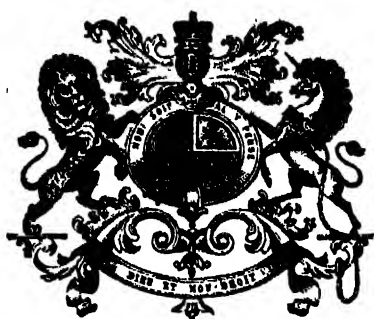
No. 490.—The services of Mr. J. B. Chirnside, Assistant Engineer, 1st grade, State Railways, are, on return from furlough, placed at the disposal of the Director General of Railways for employment on the Moghal Sarai-Howrah Railway Survey.

That portion of Public Works Department Notification No. 354, dated 23rd August, 1890, which relates to Mr. Chirnside, is hereby cancelled.

No. 491.—Mr. J. B. Braddon, Examiner of Accounts, has been granted, by the Secretary of State, an extension of six months to the twelve months' leave on medical certificate, granted in Public Works Department Notification No. 367, dated the 29th November, 1889.

R. C. B. PEMBERTON, *Colonel, R.E.,*

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 15, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 25th October, 1890.

From the 8th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 1st November, all Notifications and other matter intended for publication in the *Gazette*, should be addressed to the Publisher, 8, Hastings Street, Calcutta.

Revised rates from 1st January, 1887.

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By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.—ESTABLISHMENT.

Simla, the 10th November, 1890.

No. 3.—Mr. W. Rabbitt, Accountant, 1st grade, and Honorary Assistant Examiner, is transferred from the Office of the Accountant-General, Public Works Department, to the Office of the Examiner, Guaranteed Railway Accounts, Bombay.

A. G. BEGBIE, *Lieut.-Colonel, R.E.,*

Accountant General.

Statement of the Affairs of the Bank of Bengal for the week ending 11th November, 1890.

LIABILITIES.			ASSETS.		
	₹	a. p.		₹	a. p.
Capital paid up	2,00,00,000	0 0	Government Securities	1,17,90,392	4 4
Reserve Fund	47,00,000	0 0	Other authorized Investments	74,54,385	12 0
Public Deposits at Head Office	81,90,104	6 5	Loans on Government and other authorized Securities	68,72,366	5 10
Public Deposits at Branches	81,70,860	11 11	Accounts of Credit on Government and other authorized Securities	56,29,790	5 0
Other Deposits at Head Office and Branches	7,09,81,003	9 3	Bills discounted and purchased	1,47,12,540	1 10
Bank Post Bills, &c.	5,11,195	10 6	Balances with other Banks	3,07,959	0 2
Sundries	27,67,969	5 0	Bullion	10,36,737	0 11
			Dead Stock	12,13,792	9 6
			Stamps	9,702	6 8
			Sundries	10,33,020	9 1
				5,00,60,746	7 4
			Cash and Currency Notes at Head Office	4,15,16,377	3 7
			Cash and Currency Notes at Branches	2,37,44,010	0 2
				6,52,60,387	3 9
RUPES	11,53,21,133	11 1	RUPES	11,53,21,133	11 1

BANK OF BENGAL,
Calcutta, the 13th November, 1890.

F. T. LEWIS,
Offg. Chief Accountant.

By Order of the Directors,
W. WESTLAND,
Offg. Secretary & Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 72.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 12th November, 1890.

	₹	₹
Value of silver held in the Mint on account of the Currency Department on the evening of the 5th November, 1890	83,03,631	
Value of Government silver in the Mint on the same date	20,70,827	
ADD—		1,03,74,458
Silver received by the Mint during the week on account of the Currency Department	9,23,699	
Ditto ditto Government	...	9,23,699
Deduct—		1,12,98,157
New coin paid to Reserve Treasury during the week	6,00,000	
Petty items issued for miscellaneous purposes . . . . .	...	6,00,000
Balance on the evening of the 12th November, 1890 . . . . .	...	1,06,98,157
The Balance comprises—		
Silver held on account of the Currency Department	84,80,662	
Ditto ditto Government	22,17,495	
		1,06,98,157
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	24,29,776	
Ditto ditto Government	...	24,29,776

A. W. BAIRD, *Lieut.-Colonel, R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 13th November, 1890.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Calcutta; the 13th November, 1890.

No. 20.—Mr. H. S. Styan, Assistant Superintendent, class VI, 1st grade, is allowed furlough for eighteen months, under Article 340 of the Civil Service Regulations, with effect from the forenoon of the 8th November, 1890.

W. R. BROOKE,
Director General of Telegraphs.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

The 1st November, 1890.

No. 4771-G.—Colonel H. B. Abbott, B.S.C., assumed charge of the Meywar Residency from Colonel A. R. T. McRae, on the forenoon of the 27th October, 1890.

By Order,

K. D. ERSKINE, *Lieut.,*
for First Asst. Agent to the Govr.-Genl.,
Rajputana.

Adu, the 3rd November, 1890.

No. 4776-G.—In continuation of this Office Notification, No. 2946-G., dated 24th July, 1890, it is hereby notified that Major W. Loch, Bombay Staff Corps, Assistant to the Resident, Western Rajputana States, returned to duty on the afternoon of the 22nd October, 1890, from the privilege leave granted him in this Office Notification, No. 2736-G., dated 12th July last.

No. 4790-G.—The following transfers have been made in the Establishment of the Civil Hospital Assistants in Rajputana:—

Class.	Names.	From	To	Date of transfer.
2nd.	Maheshoolah Khan.	Govt. Reserve List.	Charitable Dispensary, Abu.	Oct. 13, 1890.
3rd.	Bani Madhab Ghose.	Native States Reserve List.	Jodhpur Raj Service.	Sept. 14, 1890.

No. 4791-G.—Second class Hospital Assistant Hussein Ally, attached to the Chaoni Dispensary, was granted three months' privilege leave from the 15th October, 1890, and 3rd class Hospital Assistant Abdus Samad, of the Native States Reserve List, was appointed to act for him.

No. 4793-G.—The medical charge of the Magistracy, Jail, and the Detachment of the Erinpura Irregular Force stationed at Abu was transferred, on the afternoon of the 16th October, 1890, from 1st class Hospital Assistant Sobha Ram, in charge of the Rajputana Agency Hospital, to 2nd class Hospital Assistant Maheshoolah Khan, attached to the Charitable Dispensary.

No. 4794-G.—First class Hospital Assistant Sobha Ram assumed medical charge of the Detachment, Deoli Irregular Force, forming the escort of the Agent to the Governor-General for Rajputana, on the forenoon of the 17th October, 1890, in addition to his own duties.

By Order,

L. IMPEY, *Lieut.*,

for First Asst. Agent to the Govr.-Genl.,
Rajputana.

RESIDENT IN MYSORE.

NOTIFICATIONS.

Bangalore, the 3rd November, 1890.

No. 3647—350-90.—This Notification supercedes Notification No. 2971—3509, dated the 9th September, 1890.

Under Section 14 of the Code of Criminal Procedure, the undermentioned gentlemen are appointed to be Special Magistrates for the Civil and Military Station of Bangalore:—

Mr. B. Sreenivasa Iyengar,	} <i>Chairmen.</i>
" M. Ganesh Singh,	
" H. Soob Rao,	
" Aga Abdoollah,	
" A. Coomarasawmy Moodeliar.	
" M. Drummond.	
" Essac Cassim Sait.	
" V. Gungathara Chetty.	
" Hajee Ismail Sait.	
" B. Lingiah.	
" A. Maigandadava Moodeliar.	
" N. Meera Saib.	
" A. Narrainsawmy Moodeliar.	
" F. B. Pedroza.	
" M. Venkatsawmy.	

2. These Magistrates shall sit as a Bench with the powers of a Magistrate of the second class to try all offences under the Indian Penal Code, which such a Magistrate can try, offences against the Municipal Regulations and Bye-laws,

offences falling under Section 34 of the Police Act V of 1861, and offences under Act XIII of 1880 (The Vaccination Act).

3. Under the provisions of Section 261 of the Code of Criminal Procedure the said Bench is invested with power to try summarily all or any of the offences described in that section.

4. Under the provisions of Section 191 of the Criminal Procedure Code, the said Bench is empowered to take cognizance, under clauses (a) and (b) thereof, of offences against the Municipal Regulations and Bye-laws, offences against Section 34 of the Police Act V of 1861, and offences under Act XIII of 1880 (The Vaccination Act).

5. Under the provisions of Section 265 of the said Code, the said Bench is further empowered to prepare the record of cases tried summarily by them by means of any clerk who may be deputed by the Magistrate of the District to perform such duty.

The 6th November, 1890.

No. 3689—50-90.—Under the provision of Section 6 of the Land Acquisition Act X of 1870, it is hereby declared that the undermentioned lands, situated near the Byadarhalli village within the limits of the Civil and Military Station of Bangalore, are required for a public purpose, that is, for the construction of lines for a Native Cavalry Regiment:—

Name of owner.	Area.	Assessment.	REMARKS.
Karthan Nina Mohammad Pir Mohammed Sait. Venkoba Charry	Acres. g. yds. 2 0 53 Jodiz 0 70	R a. p. 6 6 0 3 0 0	3 acres 8 guntas 35 yards are in the enjoyment of the owner.
Toti Mooga	Jodiz 17 53	1 8 0	

By Order,

L. S. NEWMARCH,

Assistant to the Resident.

MILITARY WORKS DEPARTMENT.

NOTIFICATION.

Simla, the 10th November, 1890.

No. 56-A.—Lieutenant W. Marr, Assistant Engineer, 1st grade, is placed in charge of the current duties of the office of the Executive Engineer, Mandalay Division, Military Works, in addition to his own duties, with effect from the forenoon of the 20th August, 1890, until further orders.

G. E. SANFORD, *Brigdr.-Genl., R.E.*,

Director-General of Military Works.

NORTH-WESTERN RAILWAY.

NOTIFICATION.

Lahore, the 8th November, 1890.

No. 11.—Mr. C. S. Killick, Executive Engineer, 4th grade, *temporary rank*, is granted,

under Section II, Chapter XIII of the Civil Service Regulations, furlough for two years, with effect from 1st December, 1890, or such subsequent date as he may be permitted to avail himself of it.

W. A. J. WALLACE, *Colonel,*
Manager, N.-W. Railway.

REPORTS OF DESERTIONS.

Report of a Deserter from the 2nd Battalion, Middlesex Regiment of Foot, dated at Mhow, this 10th day of November, 1890.

Number, Rank, and Name, —No. 1993, Private Edward Soilleux.	Parish and County in which Born,—St. Lukes, London.
Age,—22 years 1 month; Size,—5 feet 5½ inches.	Marks,—Anchor and H. Gouch, right arm; cross, cross swords, boat and anchor, left arm.
Colour of— Complexion, fresh; Hair, brown; Eyes, blue.	Trade,—Seaman.
Date of Desertion,—5th November, 1890.	Coat or Jacket,—
Place of Desertion,—Mhow.	Waistcoat,—
Date of Enlistment,—14th October, 1886.	Breeches or } <i>Regi- mentals.</i>
At what Place Enlisted,—London.	Trowsers,—
	REMARKS,—Not on furlough. Under 5 years' service.

H. D. WADE-DALTON, *Lieut.-Colonel,*
Comdg. 2nd Battn., Middlesex Regt. of Foot.

Report of a Deserter from the 2nd Battalion, Middlesex Regiment of Foot, dated at Mhow, this 10th day of November, 1890.

Number, Rank, and Name, —No. 2824, Private Arthur Mitchell.	Parish and County in which born,—Petersboro', Northamptonshire, England.
Age,—21 years 10 months. Size,—5 feet 5½ inches.	Marks,—Scar between eyebrows. Mole left knee.
Colour of— Complexion, ruddy; Hair, red; Eyes, blue.	Trade,—Bricklayer.
Date of Desertion,—5th November, 1890.	Coat or Jacket,—
Place of Desertion,—Mhow.	Waistcoat,—
Date of Enlistment,—21st July, 1887.	Breeches or } <i>Regi- mentals.</i>
At what Place Enlisted,—London.	Trowsers,—
	REMARKS,—Not on furlough. Under 4 years' service.

H. D. WADE-DALTON, *Lieut.-Colonel,*
Comdg. 2nd Battn., Middlesex Regt. of Foot.

TREASURE TROVE.

NOTICE.

Notice is hereby given that, on the 12th August, 1890, treasure as detailed below, valued at Rs 12, was found buried in a portion of the wet field No. 6 (Tope) at Pokur, Kandukur taluk, Nellore district.—

Description of Coins	Value. R a. p.
48 silver coins of a Hindoo kingdom of the pre-Mohamadan age, of about quarter of an inch square, weighing 4 annas each	12 0 0

All persons claiming the said treasure, or any part thereof, are required to appear personally, or by agent, at the Nellore Collector's Office, on the 22nd May, 1891, and establish their claims to it.

C. D. MACLEANE,
Collector of Nellore.

NOTICE.

It is hereby notified, under Section V of the Indian Treasure Trove Act (VI of 1878), that on or about the 15th day of September, 1890, treasure consisting of the undermentioned articles, valued at Rs 33, was found hidden in the back yard of the house belonging to one Kailaya Mudali, in the village of Melpulam, in the Wallujah taluq, North Arcot district:—

Description of Property.	Value. R a. p.
1 Copper idol, weighing 10½ visses	25 0 0
1 " " 13½ visses	8 0 0
TOTAL	33 0 0

All persons claiming the said treasure, or any part thereof, are hereby required to appear personally, or by agent, before the Collector of North Arcot, at his Office, on the 5th day of May, 1891, in order to the matter being enquired into and determined in accordance with the provisions of the Act.

J. ATKINSON,
Actg. Collector of North Arcot.

CHITTOOR,
The 6th November, 1890.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 8th November, 1890.

No. 8406.—Mr. C. C. Sheridan, Superintendent, Railway Mail Service, 4th grade, is appointed to act in the 3rd grade, *vice* Mr. N. G. Wait, with effect from 27th August, 1890, and until further orders.

H. M. KISCH,
Offg. Dir. Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 11th November, 1890.

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Crosbie, Miss.		White, A. & Co.

Letters marked "Care of Post Office."

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Balfour, G.	Hawitt, F. T.	Paulin, William.
Bally, Albert.	Hickman, W. C.	Pickard, J.
Bambridge, G. H.	Humphrys, S. H.	Pietao, R.
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Bird Charles A.	Keightley, B.	Purcell, Mrs.
Boddam, R. W.	Kenny, Mrs. Irwin T.	Robart, P.
Cavanagh, James.	Kirkman, Dr.	Rodnor, W. H.
Costello, L.	Lee, W. H.	Ross, A. M.
Craemers, Mr. Henry A.	Legree, Revd. G.	Sarkies, Miss M.
	Lindgren, John.	Schutten, Mrs.
Crawford, C. S., Esq.	Linton, Mrs. A.	Scott, W. A., Esq.
Cumine, G. L.	Martin, Chas.	Senior, Lewis.
Currie, John.	Martin, H. W.	Sibthorpe, Lieutenant.
Dravin, H. P.	Mitchell, Mrs. H.	Smith, James.
Earl, T. S.	Moody, C. J.	Sterndall, Miss H.
Ehimsohu, T.	Morgan, Col.	Stuart, C. M.
Flack, F. F.	Murray, A. H.	Tassell, Miss G. N.
Fleetwood, Mrs.	Hallor.	Tucker, Thomas.
Freedman, J. J.	Murray, Miss Minnie.	Twining, T. V.
Galbraith, J. R.	Nicktertein, F.	White, Dr.
Good, W. M.	Nolan, Mrs.	Williams, H.
Gubbay, J. S.	Oberkaniff, A.	Wilson, G. F.
Hammond, Revd. B.	Olsen, Johan.	Wishard, L. D.

Registered Letters.

Bally, Albert.	Hutchison, Allan.	Rai, Mrs. Alice M. C.
Bradwood, L. D.	Pinto, V. M.	Wyatt, A. G.
Hewitt, F. T.		

Unclaimed Letters held in the Barrackpore Post Office
on the 10th November, 1890.

Barker, C. H. Earlen, C. P., Esq. Rydquist, C. E., Esq.
Bartlet, J. O'Brien, Mra. Surien, Dier.

G. E. WALKER,
Offg. Presidency Postmaster, Calcutta.

The 15th November, 1890.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
Egypt, Europe, America, Cape Colonies through United Kingdom.	1890 19th Nov.	Per P. & O. St. from Bombay.
Ditto (Book Post and Pattern Packets).	18th "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China, and Japan.	17th "	Ditto.
Australia, New Zealand, and Tasmania.	17th "	Ditto.
Colombo	19th "	Per P. & O. Str. Shannon.
Straits, China, and Japan . .	18th "	Per Steamer A. Apcar.
Rangoon and Moulmein . . .	18th "	Per Steamer Canara.
Ditto ditto	21st "	Per Steamer Nevada.
Akyab, Kyaukpau, Sandoway, and Rangoon.	19th "	Per Steamer Pachumbia.
Port Blair	19th "	Via Madras.

N.B.—The letter-box for inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late fee at 8-30 P.M., and inland letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

G. E. WALKER,
Offg. Presidency Postmaster, Calcutta.

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گورنمنٹ سنکونا فیری فیو ج

یہ دوا کوئینائیں کا صحت بدل ہی اور کلکتہ کے ہوائی کارڈس یعنی کمپنی باغ کے سوپرٹنڈنٹ صاحب سے ہوائی کارڈس سرکاری واسطے سرکاری کام اور غیروار کے اور جو کوئی ایک شخص ایس پورٹ خرید کرنے والا ہو وہ نقد خرید کرنے کی ہوا پر دے کے لکھ ہوئے پہاڑ سے خرید کر سکتا ہے یعنی — چار اونس کے ٹیس کے ٹیس دو روپی چودہ آنے ; آٹھ اونس کے ٹیس کے سات روپی چار آنے ; ایک پونڈ کے ٹیس کے چودہ روپی

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CALCUTTA, SATURDAY, NOVEMBER 15, 1890.

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Advertisements and Notices by Private Individuals and Corporations.

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Lost, Stolen, or Destroyed.

The Government Promissory Notes, Nos. 273273 and 257741, of the 4 per cent. of 1865, for Rs. 1,000 and Rs. 500, respectively, originally standing in the name of Agent, Branch Bank of Bengal, Cawnpur, and then endorsed to Husaini Begam, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of duplicates in favour of the proprietor.

HUSAINI BEGAM,
Cawnpur.

Partially Destroyed.

The 'Government Promissory Note, No. A010934, of the reduced 4 per cent. of 16th January, 1879, for Rs. 1,000, originally standing in the name of the Joint Administrators of the Gondul State, and last endorsed to P. Sevapatha Moodelliar, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

P. SEVAPATHA MOODELLIAR,
No. 5, Agatha Covil Street,
Black Town, Madras.

MADRAS,
The 16th October, 1890.



SUPPLEMENT TO
The Gazette of India.

No. 46.} CALCUTTA, SATURDAY, NOVEMBER 15, 1890.

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GOVERNMENT OF INDIA.
 FINANCE AND COMMERCE DEPARTMENT.
STATISTICS AND COMMERCE.
STATISTICS.

REVIEW OF THE WORKING OF THE INDIAN COMPANIES ACT, VI OF 1882, DURING
 THE YEAR 1889-90.

No. 5250, dated Simla, the 4th November 1890.

RESOLUTION—By the Government of India, Finance and Commerce Department.

READ the following communications submitting the reports of Registrars of Joint Stock Companies on the working of the Indian Companies Act, VI of 1882, during the official year 1889-90 :—

From the Government of Madras, No. 1302, dated the 6th August 1890.

From the Government of Bombay, No. 4735, dated the 8th July 1890.

From the Government of Bengal, No. 142, dated the 4th July 1890.

From the Government of the North-Western Provinces and Oudh, No. $\frac{400}{VII-117-B}$, dated the 15th May 1890.

From the Government of the Punjab, No. 42, dated the 19th May 1890.

From the Chief Commissioner, Central Provinces, No. $\frac{4121}{402}$, dated the 5th July 1890.

From the Chief Commissioner, Burma, No. $\frac{158}{6-C}$, dated the 6th May 1890.

From the Chief Commissioner, Assam, No. $\frac{61}{6-35}$, dated 7th August 1890.

From the Secretary for Berar to the Resident at Hyderabad, No. 162-G., dated the 23rd May 1890.

From the Resident in Mysore, Nos. $\frac{2413}{525}$ and $\frac{2085}{535}$, dated respectively the 30th July and the 9th September 1890.

RESOLUTION.—At the close of 1888-89 there were 895 joint stock companies in existence in India registered under the Indian Companies Act. They

possessed a total nominal capital of Rx. 31,339,845, the actual (paid-up) capital being nearly Rx. 22,997,508.

During the year 1889-90 the capital of 44 of these companies was increased nominally by about Rx. 453,073, the actual figures, however, not being reported in most cases; while 95, with a paid-up capital of about Rx. 369,185, so far as reported, ceased to work.

The number of companies registered in 1889-90 was 86 with a nominal capital of Rx. 2,078,286; but their paid-up capital cannot be completely stated, the amount of such capital not having been reported in several cases up to the end of the year.

The net result at the close of 1889-90 was a total of 886 companies possessing a nominal capital aggregating Rx. 32,321,731, and an actual capital, so far as reported, of Rx. 23,684,202.

2. The following table shews the number of companies and the amount of paid-up capital in each of the provinces in the last two years:—

PROVINCE.	NUMBER OF COMPANIES.		PAID-UP CAPITAL.		INCREASE OR DECREASE PFR CENT. IN 1889-90.		Provincial proportion of paid-up capital to all paid-up capital in 1889-90.
	1888-89.	1889-90.	1888-89.	1889-90.	Number of Companies.	Capital.	
			Rx.	Rx.			Per cent.
Bengal . . .	234	246	9,778,707	9,856,225	+ 5	+ 1	41.6
Bombay . . .	223	217	9,874,338	10,196,379	— 3	+ 3	43.1
Madras . . .	266	240	1,679,036	1,757,104	— 10	+ 5	7.4
North-Western Provinces and Oudh.	54	56	855,342	952,450	+ 4	+ 11	4
Punjab . . .	22	19	350,417	395,895	— 14	+ 13	1.7
Burma . . .	11	13	117,711	127,788	+ 18	+ 9	.5
Central Provinces . .	3	6	87,779	99,587	+ 100	+ 13	.4
Assam . . .	3	1	*	*	— 67	...	...
Mysore . . .	78	85	252,978	297,774	+ 9	+ 18	1.3
Hyderabad Assigned Districts.	1	3	1,000	1,000	+ 200	...	...
TOTAL .	895	886	22,997,508	23,684,202	— 1	+ 3	100

* Not reported.

3. It is noticeable in this table that in the two provinces of Bengal and Bombay the ratio of capital invested in joint-stock enterprise to the whole of such capital in India is much the same as the ratio of the foreign trade of each province to the whole foreign trade of India.

In Madras the number of joint stock companies is larger than in Bombay and almost the same as in Bengal, but the capital invested is not more than about one-sixth of the capital invested in either of the other provinces. About 73 per cent. of these Madras companies are money-lending concerns with an average capital of less than fifty thousand rupees each.

4. The following table shews the division of the aggregate capital among the principal classes of joint-stock enterprise :—

COMPANIES.		Number.	Nominal capital.	Paid-up capital.
			<i>Rx.</i>	<i>Rx.</i>
Banking, Loan, and Insurance.	Banking and loan	291	5,304,325	3,227,337
	Insurance	16	1,459,500	207,913
	TOTAL	307	6,763,825	3,435,250
Trading	Merchants and traders	108	2,531,455	1,800,825
	Navigation	9	1,051,500	907,191
	Railways and tramways	12	1,096,000	785,673
	Co-operative associations	18	51,140	30,989
	Shipping, landing, and warehousing.	5	73,160	62,910
	TOTAL	152	4,803,255	3,587,588
Mills and Presses	Cotton mills	56	5,580,225	4,387,372
	Jute mills	10	1,817,500	1,021,120
	Mills for cotton, jute, wool, silk, hemp, &c.	61	5,098,700	3,845,803
	Cotton and jute screws and presses.	68	1,436,558	1,277,995
	Other mills and presses	30	675,200	363,178
	TOTAL	225	14,008,183	10,895,468
Tea and other Planting Companies.	Tea	133	4,205,408	3,551,734
	Coffee and chinchona	7	60,000	52,671
	Others	4	75,000	45,828
	TOTAL	144	4,340,408	3,650,233
Mining and Quarrying . . . . .	.....	21	882,410	764,485
Ice manufacture . . . . .	.....	13	260,750	197,604
Sugar manufacture . . . . .	.....	1	160,000	160,000
Breweries . . . . .	.....	3	170,000	169,540
Others . . . . .	.....	20	932,900	824,034
	GRAND TOTAL	886	32,321,731	23,684,202

The largest part—Rx. 10,895,468 paid-up—of the aggregate capital is invested in mills and presses chiefly for working or pressing cotton, jute, wool, and silk. The greater number of these are registered in Bombay, that Presidency representing under this head a paid-up capital of Rx. 7,634,847, or over two-thirds of the whole, most of it invested in cotton mills and presses. The sum of Rx. 1,967,358 represents the paid-up capital invested in mills and presses registered in Bengal, their working being mainly limited to jute.

In tea, coffee, and other plantations Rx. 3,650,233 of paid-up capital are invested, of which Rx. 3,466,412 are held in Bengal, most of the tea companies being registered in Calcutta.

The paid-up capital invested in banking or loan companies amounts to Rx. 3,435,250, of which Rx. 1,796,555 are in companies registered in Bengal and Rx. 853,530 in Madras.

Trading companies have a paid-up capital of Rx. 3,587,588, of which Rx. 907,191 are invested in coasting and river steamer companies, and about Rx. 785,673 in railways and tramways. The bulk of the railway and tramway capital is invested in the Bombay tramways (Rx. 303,450), the Darjeeling-Himalayan Railway (Rx. 175,000), the Tarkessar Railway (Rx. 165,000), the Rangoon Steam Tramway (Rx. 60,000), and the Deoghur Railway (Rx. 27,500).

Of the Rx. 764,485 invested in mining and quarrying companies, Rx. 590,183 are in companies registered in Bengal, Rx. 520,500 being invested in that Province in coal-mining companies.

5. The figures below shew the paid-up capital in each of the last two years under each of the principal groups :

	PAID UP IN	
	1888-89. Rs.	1889-90. Rs.
Banking and loan	3,273,787	3,227,337
Merchants and traders	1,816,768	1,800,825
Mills for cotton, jute, wool, silk, and hemp	8,585,851	9,254,295
Cotton and jute presses	1,264,112	1,277,995
Tea	3,529,140	3,551,734
Mining and quarrying	793,486	764,485
Navigation	926,093	907,191
Railways and tramways	695,844	785,673

The capital invested in mills (mainly cotton mills) increased about 8 per cent., and there was also an addition of about 13 per cent. in the capital invested in railways and tramways. Under other heads there was no material increase of capital, and in some there was a decrease. The formation of gold-mining companies in Bengal did not commence until after the close of the year under review.

6. The following table shews the number of companies under each category during the last five years :—

COMPANIES.		1885-86.	1886-87	1887-88.	1888-89.	1889-90.	Increase or decrease per cent. in 1889-90 compared with 1885-86.
Banking, Loan, and Insurance	Banking and loan	287	359	362	314	291	+1
	Insurance	14	13	17	17	16	+14
	TOTAL	301	372	379	331	307	+2
Trading	Merchants and traders	85	88	98	105	108	+27
	Navigation	7	10	7	7	9	+29
	Railways and tramways	8	10	11	12	12	+50
	Co-operative associations	13	15	18	20	18	+38
	Shipping, landing, and warehousing	8	5	6	5	5	-37
	TOTAL	121	128	140	149	152	+26
Mills and Presses	Cotton mills	48	53	51	58	56	+17
	Jute mills	10	10	10	10	10	Nil.
	Mills for working cotton, jute, wool, silk, hemp, &c.	45	38	50	58	61	+36
	Cotton and jute screws and presses	51	60	60	63	68	+33
	Other mills and presses	26	29	27	30	30	+15
	TOTAL	180	190	198	219	225	+25
Tea and other Planting Companies.	Tea	130	131	127	129	133	+2
	Coffee	2	7	7	7	7	Nil.
	Chinchona	5	5	7	9	4	-20
	Others	5	5	7	9	4	-20
	TOTAL	142	143	141	145	144	+1
Mining and Quarrying	Mining and Quarrying	26	25	23	20	21	-19
	Ice manufacture	12	12	12	13	13	+8
	Sugar manufacture	4	2	1	1	1	-75
	Breweries	3	3	3	3	3	Nil.
	Others	16	13	13	14	20	+25
GRAND TOTAL		805	888	910	895	886	+10

The classification in the foregoing table of "cotton mills," "jute mills," and "mills for working cotton, jute, wool, silk, hemp, &c.," is taken from the Articles of Association; but of the mills in the last of these three groups, much the largest number are in fact cotton mills.

7. The following table shews, so far as reported, the total number of joint stock companies at work in India, with their nominal and paid-up capital at the end of each of the last ten years :—

YEARS.	Companies at work	Nominal capital.	Paid-up capital.	Increase of paid-up capital.
		<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
1880-81	475	19,741,015	14,866,636	....
1881-82	500	21,297,373	15,458,004	591,368 = 4%
1882-83	547	22,170,180	17,015,004	1,557,900 = 10 "
1883-84	649	26,673,438	18,750,611	1,734,707 = 10 "
1884-85	696	27,887,691	20,635,844	1,885,233 = 10 "
1885-86	805	28,543,437	21,002,568	366,724 = 2 "
1886-87	888	29,136,165	21,380,442	377,874 = 2 "
1887-88	910	30,254,284	22,326,192	945,750 = 4 "
1888-89	895	31,339,845	22,997,508	671,316 = 3 "
1889-90	886	32,321,731	23,684,202	686,694 = 3 "

The increase during the year was Rx. 686,694, being at the rate of 3 per cent. The average annual rate of increase during the nine years has been 5 per cent. In the last five years the increase has been slow.

8. The statistics of companies limited by guarantee have apparently been defectively reported. The figures, so far as they go, shew that there were 54 such companies at the close of 1888-89, almost all in the Madras Presidency, being mostly small benefit societies of speculative character and ephemeral existence. A great number of these companies was started in 1885-86 in Madras, collapsing after a year or two. Ten ceased to work in 1889-90. Eight new companies being added, there were 52 such companies at the close of the year.

9. The fees realised and the expenditure in each Province last year were :—

PROVINCE.	Fees.	Expenditure.
	<i>R</i> <i>a.</i> <i>p.</i>	<i>R</i> <i>a.</i> <i>p.</i>
Bengal	8,953 4 0	636 0 0
Bombay	6,657 12 0	1,031 1 9
Madras	5,786 14 0	1,341 2 11
North-Western Provinces and Oudh	1,447 8 0	...
Punjab	1,479 0 0	...
Central Provinces	1,064 0 0	...
Burma	430 0 0	...
Assam . . . . .	...	...
Mysore State	3,500 0 0	...
Bangalore	350 0 0	...
Hyderabad Assigned Districts	96 0 0	...
TOTAL	29,764 6 0	3,008 4 8

* Government of Madras.
 " Bombay.
 " Bengal.
 " the North-Western Provinces and Oudh.
 " the Punjab.
 Chief Commissioner of the Central Provinces.
 " " Burma.
 " " Assam.
 " " Ajmere.
 " " Coorg.
 Secretary for Berar to the Resident at Hyderabad.

ORDER.—Ordered, that the foregoing Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded to all Local Governments and Administrations,* and to the Foreign Department for communication to the Resident in Mysore.

E. J. SINKINSON,
 Secretary to the Government of India.

TABLE I.
Joint Stock Companies at work at the end of 1889-90.

PROVINCES.	Capital.	Banking or Loan Companies.		Trading Companies.		Mills and Presses.		Tea and other Planting Companies.		Mining and Quarrying Companies.		Ice Companies.		Sugar.		Breweries.		Others.		TOTAL.	
		No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.		
Madras Presidency	Nominal Paid-up	175	2,409,325 857,530	23	445,000 135,410	23	741,000 595,967	8	122,000 90,293	7	143,110 74,939	1	6,000 5,876	...	...	...	...	3	580 1,139	240	3,872,235 1,757,104
Bombay Presidency	Nominal Paid-up	14	830,000 171,710	44	1,864,660 1,470,889	145	9,912,883 7,634,847	1	8,000 6,478	1	88,200 87,863	6	157,750 104,033	...	...	...	...	6	737,500 721,059	217	13,598,993 10,196,379
Bengal	Nominal Paid-up	27	2,521,000 1,736,555	35	2,030,640 1,715,959	32	2,344,500 1,967,358	131	4,120,358 3,466,412	12	699,100 590,183	3	71,000 70,212	1	160,000 160,000	...	...	5	156,000 89,546	246	12,042,598 9,856,225
N.-W. Provinces and Oudh.	Nominal Paid-up	10	355,000 315,664	21	179,000 69,915	15	532,700 432,611	3	66,300 63,300	...	...	1	15,000 11,170	2	50,000 50,000	4	30,100 9,790	...	...	56	1,228,100 952,450
Punjab	Nominal Paid-up	4	210,000 86,420	7	94,500 63,272	3	126,100 83,550	1	23,750 23,750	1	12,000 12,000	1	10,000 6,363	1	120,000 119,540	...	...	1	2,000 1,000	19	598,339 395,895
Central Provinces	Nominal Paid-up	...	...	1	10,000 152	5	266,000 99,435	...	...	...	...	...	...	...	...	...	...	...	6	276,000 99,587	
Burma	Nominal Paid-up	1	5,000 4,127	11	146,655 122,161	...	...	...	...	...	...	...	...	...	...	...	...	1	1,500 1,500	13	153,155 127,788
Assam	Nominal Paid-up	...	...	...	...	...	...	...	...	...	...	1	1,000	...	...	...	...	...	1	1,000	
Mysore State	Nominal Paid-up	63	286,000 114,378	7	28,800 8,830	2	85,000 81,700	...	...	...	...	...	...	...	...	...	...	...	72	399,800 304,908	
Bangalore	Nominal Paid-up	13	147,500 92,856	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	147,500 92,856	
Hyderabad Assigned Districts.	Nominal Paid-up	...	...	3	4,000 1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4,000 1,000	
Total	Nominal Paid-up	397	6,753,825 3,435,250	152	4,803,255 3,587,388	225	14,008,187 10,895,468	144	4,340,408 3,650,233	21	882,410 764,485	13	260,750 197,604	1	160,000 160,000	3	170,000 169,540	20	932,900 824,034	886	32,321,731 23,684,202

TABLE II.
Companies divided into shares.

PROVINCES.	WORKING AT CLOSE OF 1889-90.			REGISTERED DURING 1889-90.			CAPITAL INCREASED DURING 1889-90.			CAPITAL DECREASED DURING 1889-90.			CEASED TO WORK DURING 1889-90.			WORKING AT CLOSE OF 1889-90.		
	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.
Madras Presidency	266	3,728,072	1,679,036	24	317,186	114,210	21	135,733	*	...	...	...	50	308,756	*	240	3,872,235	1,757,104
Bombay Presidency	223	13,486,993	9,874,338	12	428,500	*	6	199,500	*	...	...	...	18	516,000	272,646	217	13,598,993	10,196,379
Bengal	234	11,607,358	9,778,707	21	841,100	*	6	30,840	*	1	60,000	*	9	376,700	*	246	12,042,598	9,856,225
North-Western Provinces and Oudh	54	1,134,900	855,542	3	12,000	*	2	30,000	*	...	...	...	1	300	177	56	1,228,100	952,450
Punjab	...	596,800	350,417	2	62,500	15,510	1	50,000	*	...	...	...	5	110,950	96,362	19	598,350	395,895
Central Provinces	3	116,000	87,779	3	160,000	11,856	1	...	87	1	...	135	...	...	...	6	276,000	99,587
Burma	11	133,155	117,711	2	20,000	*	2	...	10,077	...	...	...	...	...	...	13	153,155	127,788
Assam	3	5,500	*	...	...	...	...	...	...	...	...	...	2	4,500	*	1	1,000	*
Mysore State	66	334,567	136,916	14	222,000	1,748	4	6,000	*	...	...	...	8	162,767	*	72	399,800	204,908
Bangalore	12	195,500	116,062	3	12,000	*	1	1,000	*	...	...	...	2	61,000	*	13	147,500	92,866
Hyderabad Districts	1	1,000	1,000	2	3,000	*	...	...	...	...	...	...	...	...	...	3	4,000	1,000
Total	895	31,339,845	22,997,508	86	2,078,286	143,324	44	453,073	10,164	2	60,000	135	95	1,540,973	369,185	886	32,321,731	23,684,202

* Not reported.

TABLE III.

Companies limited by guarantee, i.e., possessing no Capital paid-up.

PROVINCES.	Number working at close of 1888-89.	Number registered during 1889-90.	Number ceased to work during 1889-90.	Number working at close of 1889-90.
Madras Presidency	30	3	10	23
Bombay Presidency	2	1	...	3
Bengal	1	1	...	2
North-Western Provinces and Oudh	1	1	...	2
Punjab	2	1	...	3
Central Provinces	Nil	Nil	Nil	Nil.
Burma	Nil	1	...	1
Assam	Nil	Nil	Nil	Nil.
Mysore State	17	...	...	17
Bangalore	1	...	...	1
Hyderabad Assigned Districts	Nil	Nil	Nil	Nil.
TOTAL	54	8	10	52

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

GUARANTEED RAILWAYS.

SYNOPSIS OF TRANSACTIONS FOR AND TO THE END OF THE YEAR 1889.

No. 519 A.—R., dated Simla, 20th October 1890.

RESOLUTION,—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 406 A.—R., dated 16th September 1889

Read also the following :—

Note by R. G. MACDONALD, Esq., Officiating Accountant General, Public Works Department, No. 851R., dated 2nd October 1890.

I beg to lay before the Government of India the usual Synopsis of transactions of Guaranteed Railways for and to end of the year 1889.

2. The subscribed Capital on 31st December 1889 of the several Railway Companies bears interest as shown below :

RAILWAY.	CAPITAL BEARING INTEREST AT						Premium on stock	Discount on stock.	Total Capital raised.
	3½%	3½%	4%	4½%	4½%	5%			
Madras	£ 60,000	£ 237,800	£ 102,200	£ 500,000	£ 999,960	£ 8,757,670	£ 12,014	£ . . .	£ 10,669,644
South Indian	313,700	756,300	...	425,000	142,164	3,066,344	62,899	3,000	4,763,407
Bombay, Baroda and Central India	450,000	788,500	...	...	...	7,550,300	32,419	14,000	8,807,219
Great Indian Peninsula	564,000	1,847,300	2,701,450	...	...	20,000,000	297,574	233,391	25,176,933
(1) Total to end of 1889	1,387,700	3,629,900	2,803,650	925,000	1,142,124	39,374,314	404,906	250,391	49,417,203
(2) Total to end of 1888	361,000	4,003,600	2,803,650	925,000	1,151,004	39,365,878	404,042	250,391	48,766,783
(3) Total to end of 1887	100,000	3,199,000	3,872,450	925,000	1,153,504	39,363,503	403,917	250,391	48,766,983
(4) Total to end of 1886 . . . . .	..	2,736,800	3,094,650	925,000	1,166,864	39,350,811	180,881	20,523	47,434,483
(5) Total to end of 1885 . . . . .	...	2,026,800	3,872,450	925,000	1,169,624	39,348,189	189,493	12,273	47,519,283
(1) Compared with 2. { Increase Decrease	1,023,700	...	...	...	...	8,436	864	...	650,420
	...	373,700	...	...	8,880	...	...	...	...

3. The following table shows the growth of the Capital account of the Guaranteed Railways during the last five years, the net increase to the aggregate subscribed Capital during that period being £2,358,420:—

TOTAL CAPITAL SUBSCRIBED.		Increase.	Decrease.	REMARKS.
Year.	Amount.			
To end of 1885	£ 47,519,283	£ 460,500	£ ...	
" 1886	47,434,483	...	84,800	
" 1887	48,766,983	1,332,500	...	
" 1888	48,766,783	...	200	
" 1889	49,417,203	650,420	...	
		2,443,420	85,000	
NET INCREASE . . . . .	...	2,358,420		

Capital Outlay.

4. The aggregate outlay finally charged off to "Construction" has stood at the end of each of the last five years as follows:—

		Increase.
	£	£
To end of 1885	46,445,688	509,401
" 1886	46,847,228	401,540
" 1887	47,034,060	186,832
" 1888	47,539,441	505,381
" 1889	47,877,004	337,563
INCREASE IN FIVE YEARS . . . . .	...	1,940,717

5. The expenditure charged to "Construction," on the open lines of railway, during and to end of the year, gives the following cost per mile:—

RAILWAY.	CONSTRUCTION EXPENDITURE PER OPEN MILE.		REMARKS.
	During 1889.	To end of 1889.	
	R	R	
Madras	1,433'76	1,36,157'29	Metre gauge.
South Indian	371'69	70,210'22	
Bombay, Baroda and Central India	1,307'80	2,08,860'95	
Great Indian Peninsula	1,281'55	2,08,288'68	
Average outlay, excluding South Indian	1,335'82	1,84,796'38	
Ditto, including ditto	1,139'88	1,61,508'87	

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique represent increases of stock:

RAILWAY.	REDUCTION IN STOCK.					Total reduction in five years.
	1885.	1886.	1887.	1888.	1889.	
	R	R	R	R	R	R
Madras	4,59,341	3,09,528	6,76,372	17,704	3,72,463	2,97,670
South Indian	4,83,856	3,54,488	5,54,202	5,57,460	66,210	13,07,240
Bombay, Baroda and Central India	2,78,348	6,48,977	4,31,054	5,90,250	2,76,438	3,74,237
Great Indian Peninsula	20,24,643	13,64,804	8,76,659	9,60,488	8,63,504	3,13,404
TOTAL	32,46,188	20,58,741	5,67,775	1,69,518	2,81,213	10,70,443

7. The increase in the amount of capital locked up in stores during the year under review on the Great Indian Peninsula Railway chiefly occurs under Permanent-way materials, fuel, locomotive engines, and rolling stock. The value of English stores imported during the year amounted to about 6½ lakhs more than what it was in 1888.

8. On 31st December 1889, the value of the stores in stock on Guaranteed Railways exceeded the limits provisionally assigned for capital to be locked up in stores to the following extent :

RAILWAY.	Limit assigned.	Stock in hand.	Excess.
	<i>R</i> Lakhs.	<i>R</i> Lakhs.	<i>R</i> Lakhs.
Madras	22½	20½	—1½
South Indian	not fixed.	(a) 35	...
Bombay, Baroda and Central India	21½	34½	13½
Great Indian Peninsula	63	69½	6½
TOTAL	107	124½	17½

(a) Not included in the total.

Revenue account.

9. Excluding the East Indian, Eastern Bengal, Sindh, Punjab and Delhi, and Oudh and Rohilkhand Railways which have now become State lines, the gross earnings, working expenses, and net earnings of all the Guaranteed Railways during the last five years have been as under :

YEAR.	Gross earnings.	Working expenses.	Net earnings.
	<i>R</i>	<i>R</i>	<i>R</i>
1885	6,17,90,502	3,14,05,646	3,03,84,856
1886	6,56,49,815	3,19,84,178	3,36,65,637
1887	6,53,95,731	3,26,11,210	3,27,84,521
1888	6,77,52,230	3,36,59,999	3,40,92,231
1889	6,50,98,922	3,40,45,643	3,10,53,279

10. For the year 1889 the net earnings amounted to *R* 3,10,53,279

Deduct—

Interest charged on overdrawn Capital	<i>R</i> 66,917	
Moiety of Surplus Profits due to Shareholders	41,68,645	
Contributions to Provident Fund	1,94,030	44,29,592

The net receipts by Government due to its connection with the Guaranteed Railways may be stated at 2,66,23,687

11. The result of the working of the Guaranteed Railways for the year 1889, based on the contract rates of exchange, is shown in the following table, as also the percentage of Interest and Net Profits on the Capital received. The figures in antique represent gain :

RAILWAY	Net earnings after deducting payments on account of moiety of Surplus Profits and contribution to the Provident Fund and Interest on overdrawn Capital.	Guaranteed interest.	LOSS TO STATE.			Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during 1889 on Capital received.
			Amount.	Per open mile.	Per cent. of guaranteed interest.		
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>			
Madras	37,38,244	56,97,193	19,58,949	2,334'02	34'38	4'89	3'21
South Indian	16,72,157	22,25,653	5,53,496	845'56	24'87	4'48	3'36
Bombay, Baroda and Central India	60,25,851	45,39,458	14,86,393	3,387'56	32'74	4'73	6'27
Great Indian Peninsula	1,51,87,435	1,29,54,883	22,32,552	1,733'02	17'23	4'72	5'53
TOTAL 1889	2,66,23,687	2,54,17,187	12,06,500	374'58	4'75	4'73	4'96
1888	2,82,51,183	2,53,35,659	29,15,524	905'19	11'51	4'78	5'33
1887	2,70,88,579	2,52,08,538	18,80,041	585'48	7'46	4'76	5'11
1886	2,77,12,284	2,51,73,645	25,38,639	783'07	10'08	4'88	5'38
1885	2,57,45,375	2,48,13,907	19,31,468	287'32	3'75	4'81	4'99

12. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, if the payments in England on account of guaranteed interest are converted at the average rates of exchange for the different years, is shewn in the following statements :

YEAR.	Net earnings — <i>Vide</i> para. 11.	Guaranteed interest at contract rates.	Loss to State based on preceding column.	Guaranteed interest at the average rate of the year.	Loss to State based on preceding column.	Loss involved in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
1885 . . .	2,57,45,375	2,48,13,907	9,31,468	2,94,39,304	36,93,929	46,25,397
1886 . . .	2,77,12,284	2,51,73,645	25,38,639	3,15,88,451	38,76,167	64,14,806
1887 . . .	2,70,88,579	2,52,08,538	18,80,041	3,25,67,354	54,78,775	73,58,816
1888 . . .	2,82,51,183	2,53,35,659	29,15,524	3,40,18,932	57,67,749	86,83,273
1889 . . .	2,66,23,687	2,54,17,187	12,06,500	3,43,44,867	77,21,180	89,27,680

The details for each year are as follows :—

1885.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6 ¹ / ₂ d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Madras . . .	32,79,168	56,98,828	24,19,660	67,36,206	34,57,038	10,37,378
South Indian . . .	15,72,921	21,32,817	5,59,896	26,35,655	10,62,734	5,02,838
Bombay, Baroda and Central India . . .	56,61,689	41,90,266	14,71,423	49,52,432	7,09,257	7,62,166
Great Indian Penin- sula . . .	1,52,31,597	1,27,91,996	24,39,601	1,51,15,011	1,16,586	23,23,015
TOTAL . . .	2,57,45,375	2,48,13,907	9,31,468	2,94,39,304	36,93,929	46,25,397

1886.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5 ¹ / ₂ d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Madras . . .	32,29,243	56,98,828	24,69,585	71,24,952	38,95,709	14,26,124
South Indian . . .	14,69,584	21,69,364	6,99,780	28,35,528	13,65,944	6,66,164
Bombay, Baroda and Central India . . .	61,35,478	44,37,881	16,97,597	55,47,675	5,87,803	11,09,794
Great Indian Penin- sula . . .	1,68,77,979	1,28,67,572	40,10,407	1,60,80,296	7,97,683	32,12,724
TOTAL . . .	2,77,12,284	2,51,73,645	25,38,639	3,15,38,451	38,76,167	64,14,806

1887.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5' 19 15d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Madras . . .	28,66,358	56,76,348	28,09,990	73,06,536	44,40,178	16,30,188
South Indian . .	16,05,744	21,91,202	5,85,458	29,48,696	13,42,952	7,57,494
Bombay, Baroda and Central India . .	57,33,568	44,76,969	12,56,599	57,61,814	28,246	12,84,845
Great Indian Peninsula . . .	1,68,82,909	1,28,64,019	40,18,890	1,65,50,308	3,32,601	36,86,289
TOTAL .	2,70,88,579	2,52,08,538	18,80,041	3,25,67,354	54,78,775	73,58,816

1888.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 4' 44 5d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Madras . . .	35,21,645	56,98,828	21,77,183	76,23,851	41,02,206	19,25,023
South Indian . .	16,67,481	22,24,122	5,56,641	31,10,660	14,43,179	8,86,538
Bombay, Baroda and Central India . .	57,64,106	44,93,045	12,71,061	60,09,715	2,45,609	15,16,670
Great Indian Peninsula . . .	1,72,97,951	1,29,19,664	43,78,287	1,72,74,706	23,245	43,55,042
TOTAL .	2,82,51,183	2,53,35,659	29,15,524	3,40,18,932	57,67,749	86,83,273

1889.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 4' 34 15d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Madras . . .	37,38,244	56,97,193	19,58,949	76,69,934	39,31,600	19,72,741
South Indian . .	16,72,157	22,25,653	5,53,496	31,32,516	14,60,359	9,06,863
Bombay, Baroda and Central India . .	60,25,851	45,39,458	14,86,393	61,10,257	84,406	15,70,799
Great Indian Peninsula . . .	1,51,87,435	1,29,54,883	22,32,552	1,74,32,160	22,44,725	44,77,277
TOTAL .	2,66,23,687	2,54,17,187	12,06,500	3,43,44,867	77,21,180	89,27,680

ORDER.—Ordered, that the note by the Accountant General, Public Works Department, and enclosure, be forwarded to the Local Governments, The Governments of Madras and Bombay, noted in the margin, and to the Department of Finance and the Accountant General, Public Works Department, for information.

A. G. BEGBIE, *Lt.-Col., R.E.,*
Dy. Secy. to the Govt. of India.

Document accompanying.
Synopsis.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 3rd, 1890.

The weather, which has prevailed throughout India during the week under review, has been of the normal character. High and comparatively uniform pressures have prevailed over Northern and Central India, while moderate gradients have been reported from the Peninsula, readings having been relatively low on both coasts of Southern India. A small depression crossed the extreme south of the Peninsula during the 28th and 29th, occasioning feeble cyclonic movements of the winds and heavy rain in that neighbourhood, but with that exception the Indian region has, so far as the weather charts have shown, been free from travelling disturbances. The winds have exhibited the usual anti-cyclonic circulation over Northern and Central India, calms have been numerous, and the force of the winds very light. Over the Peninsula, on the contrary, the directions have been more variable, and have been affected by the varying intensity of the areas of relatively low pressure which have been reported from the Bay and the Arabian Sea. The weather has remained cool for the time of year, more particularly at the more central stations, where the depression of the night temperature has been considerable. The sky has been clear and the air dry over Northern India and the head of the Peninsula, but in Southern India the cloud proportion has been high, the air has been damp, and rain has been of daily occurrence.

The chart of the 28th October showed the existence of high pressures over both North-Western and North-Eastern India. From these two regions readings decreased, and were lowest in the extreme south of the Peninsula, where a very small depression was shown, the centre lying between Madura and Cochin. Light cyclonic winds blew in the neighbourhood of the depression, and easterly winds across the remainder of the Peninsula. Elsewhere the directions were generally between north-west and north-east. The force was about normal. By the morning of the 29th, the depression noticed on the preceding day had reached the Malabar coast, and was proceeding out to sea. There was little other change. Slight rain was falling along the east coast of the Peninsula, and heavy rain in Malabar and Mysore. In Northern and Central India the weather was fine. On the 30th the depression had disappeared. Readings were relatively low on both coasts of the Peninsula, and high in North-West and North-East India, while gradients were moderate. The wind was easterly over the centre and west of the Peninsula and Northerly in the east, while elsewhere the directions were between north-east and north-west. The force was fresh on the Circars coast and at Bombay. The rainfall was light and confined to the east and south of the Peninsula. On the 31st the chart showed a large area of relatively low pressure overlying the Bay and the greater part of the Peninsula. From this area pressure rose slowly, and was high over Rajputana and the Upper Assam Valley. The winds were variable in the extreme south, but blew from some easterly direction in most other parts of the Indian region. The force was fresh at several coast stations. The chart of the 1st showed no practical change in the pressure distribution, but heavy rain had fallen over the west of the Bay and slight rain in the west and centre of the Peninsula. On the 2nd a feeble depression was shown over the south-west of the Bay, but otherwise there was little change. Rain was falling all over the Bay area, and scattered, but rather heavy, showers over the centre and west of the Peninsula. In Northern India the weather remained very fine. The chart of the 3rd showed no important change. The winds exhibited a cyclonic circulation around the Bay and an easterly current across the head of the Peninsula. Elsewhere calms and variable breezes prevailed. Rain continued around the Bay area, and scattered showers over the centre and west of the Peninsula.

Temperature.—The cool period, which commenced about the 14th of October and lasted steadily during last week, has been equally strongly marked during the week under review. The day of greatest depression of temperature was the 30th October and that of least depression the 3rd of November, but the difference between the two days was not large. In most parts of India the mean tem-

perature of each day as well as that of the whole week was below the normal, but in Bombay there were 4 and in Madras 5 days on which the normal temperature was slightly exceeded. The greatest deficiency was at the more central stations, where, between the 30th October and the 2nd November, the night temperatures were from 8° and 12° lower than usual.

The following table shows the variations in the mean temperatures according to Provinces for the present and for the past week :—

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
	°	°
Burma	—0·9	—1·2
Bengal	—1·0	—1·1
North-Western Provinces	—2·1	—2·8
Punjab	—2·9	—2·9
Bombay	—0·5	0
Central Provinces	—1·1	—2·8
Guzerat and Central India	—3·0	—4·1
Sind and Rajputana	—1·7	—3·1
Madras	+1·0	+0·1

This table shows that, with the exception of Bombay, the depression of temperature has, as compared with last week, increased, but it appears probable that the lowest point of the oscillation has been reached, and that temperature compared with the average will now rise.

Rain.—From the preceding sections it will have been seen that the rainfall of the week has been confined to the Bay area and the Peninsula. The concluding table shows that throughout the week there has been no rain whatever over the whole region running from North and West Bengal, westward across the North-West Provinces, Rajputana, and Guzerat, as far as the Punjab and Sind, nor over the Central Provinces, Central India, Berar or Khandeish. Tenasserim also has had no rain. In all other parts of India rain in greater or less amounts has fallen.

Over the whole region where there has been no rain the normal fall of the week is either *nil* or very small, so that the absence of rain is a matter of small importance at this time. Within the region where rain has fallen the amounts received, when compared with the normal, vary considerably. Thus there has been a slight excess in Central Burma, Assam (Brahmaputra), Central Bengal, and Orissa, and a considerable excess in Arrakan. There has been a slight deficiency in Lower Burma, East Bengal and Deltaic Bengal, and a considerable deficiency in Assam (Surma). Over the south of the Peninsula there has been an almost general excess, the only exceptions being the East Coast (Central) and Hyderabad (South), where the week's fall has been deficient. In Madras (South Central and South), in Coorg, and in Mysore the fall has been very large.

The concluding column of the table shows that there is still some deficiency in the north-east monsoon rainfall on the East Coast, but that the deficiency is less than it was.

The following are the principal large falls which have occurred during the week :—

Burma—Theyetmyo	Sudder	2·18 inches.
Yew	Do.	2·15 "
Magok	Do.	1·83 "
Sandoway	Do.	2·16 "
Bengal—Midnapur	Contai	4·01 "
Orissa—Puri	Sudder	3·22 "
Cuttack	Banki	5·70 "
Balasore	Sudder	2·54 "
Malabar—Calicut	Vayitra	12·32 "
S. Kanara	Bettangodi	8·80 "
Madras—Salem	Dharmapore	10·70 "
Coimbatore	Udamalpitri	16·65 "
Nilgiris	Cunoor	8·24 "
N. Arcot	Walaja	8·55 "
Trichinopoly	Musiri	8·81 "
Madura	Terumolgolum	13·20 "

These figures show that the week's rain has been very heavy in Southern India :—

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING NOVEMBER 3RD, 1890.			RAINFALL DATA FROM OCTOBER 14TH TO NOVEMBER 3RD, 1890.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 14th to November 3rd.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA . . .	Tenasserim . . .	0	0'15	—0'15	1'82	3'84	— 53
	Lower Burma . . .	0'10	0'20	—0'10	4'98	3'08	+ 62
	Central do. . .	0'31	0'15	+0'16	4'19	2'58	+ 62
	Upper do. . .	0'52	?	?	2'66	?	?
	Arrakan . . .	1'37	0	+1'37	4'95	2'80	+ 77
BENGAL AND ASSAM	Eastern Bengal . . .	0'03	0'12	—0'09	3'60	2'81	+ 28
	Assam (Surma) . . .	0'01	0'73	—0'72	2'48	2'89	— 14
	Do. (Brahmaputra) . . .	0'31	0'20	+0'11	2'96	1'73	+ 71
	Deltaic Bengal . . .	0'18	0'43	—0'25	5'88	2'61	+125
	Central do. . .	0'38	0'27	+0'11	4'84	2'28	+112
	North do. . .	0	0'41	—0'41	10'76	2'31	+366
	Orissa . . .	1'61	1'03	+0'58	4'64	4'00	+ 16
	Chota Nagpur . . .	0	0'28	—0'28	0'84	1'46	— 42
	Behar (South) . . .	0	0'23	—0'23	1'34	1'31	+ 2
	Do. (North) . . .	0	0'26	—0'26	3'20	1'22	+162
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East) . . .	0	0'13	—0'13	0'35	0'75	— 53
	Oudh (South) . . .	0	0	0	0'07	0'33	— 79
	Do (North) . . .	0	0	0	0'27	0'11	+145
	North-Western Provinces (Central) . . .	0	0'07	—0'07	0'08	0'35	— 77
	North-Western Provinces (West) . . .	0	0	0	0'01	0'02	— 50
	North-Western Provinces (Sub-montane) . . .	0	0'02	—0'02	0'37	0'23	+ 61
PUNJAB . . .	Punjab (South) . . .	0	0	0	0'11	0'08	+ 38
	Do. (Central) . . .	0	0	0	0'08	0'16	— 50
	Do. (Sub-montane) . . .	0	0	0	0'21	0'01	?
	Do. (Hill Districts) . . .	0	0'06	—0'06	0'29	0'25	+ 16
	Do. (North-West) . . .	0	0'04	—0'04	0'53	0'24	+121
	Do. (West) . . .	0	0	0	0'05	0'03	+ 67
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . .	3'31	2'53	+0'78	6'52	6'07	+ 7
	Madras (South Central) . . .	5'47	1'32	+4'15	6'44	5'40	+ 19
	Coorg . . .	4'84	1'93	+2'91	5'39	5'47	— 1
	Mysore . . .	3'50	0'67	+2'83	4'07	3'01	+ 35
	Konkan . . .	0'47	0'43	+0'04	0'59	1'51	— 61
	Bombay—Deccan . . .	0'28	0'48	—0'20	0'54	2'43	— 78
	Hyderabad (North) . . .						
CENTRAL PROVIN- CES AND BERAR.	Khandeish . . .	0	0'03	—0'03	0	2'00	—100
	Berar . . .	0	0'13	—0'13	0	1'59	—100
	Central Provinces (West) . . .	0	—0'05	—0'05	0'20	0'77	— 74
	Do. (Central) . . .	0	0'09	—0'09	0'08	0'62	— 87
BOMBAY (NORTH) .	Do. (East) . . .	0	0'37	—0'37	0'19	0'80	— 76
	Guzerat . . .	0	0'04	—0'04	0	0'35	—100
	Kattiawar . . .	0	0'07	—0'07	0	0'13	—100
	Sind . . .	0	0'01	—0'01	0	0'03	—100
RAJPUTANA AND CENTRAL INDIA.	(entral India (East) . . .	0	0'01	—0'01	0'02	0'43	— 95
	Rajputana (East), Central India (West) . . .	0	0'02	—0'02	0'51	0'24	+113
	Rajputana (West) . . .	0	0'01	—0'01	0	0'08	—100
MADRAS . . .	East Coast (North) . . .	1'37	0'72	+0'65	3'40	5'16	— 34
	Do. (North) A . . .	0'90	?	?	1'75	?	?
	Hyderabad (South) . . .	0'06	0'22	—0'16	0'07	1'50	— 95
	Madras (Central) . . .	1'64	0'53	+1'11	2'07	2'71	— 24
	East Coast (Central) . . .	1'28	1'82	—0'54	2'27	6'53	— 65
	Do. (South) . . .	3'74	2'48	+1'26	6'64	6'12	+ 8
	Madras (South) . . .	4'75	2'40	+2'35	7'54	5'89	+ 28

W. L. DALLAS,

SIMLA, dated 6th November, 1890.

Assistant Meteorological Reporter to the
Government of India.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 8th November.*—Rainfall good except in Tinnevely. Standing crops generally fair and improving after recent rains. Rice crop failed from want of rain in parts of Malabar. Paddy blighted in parts of Ganjam and affected by disease in Godavari. Castor-oil seeds blighted in parts of Anantapur. Locusts appeared in one or two villages of Ganjam, Cuddapah, and North Arcot. Outturn generally below average. Prices—rice falling; *ragi* rising; other grains steady. Prospects generally fair.

Bombay.—*For week ending 12th November.*—Rain good and beneficial to crops and fodder throughout Deccan and Karnatic except in Nassik and Khandeish. Rain moderate or slight in parts of nine other districts. Standing crops damaged by locusts or other causes in parts of six districts, otherwise good.

Bengal.—*For the week ending 11th November.*—The rains have apparently ceased, and the cold weather is setting in. Winter rice is maturing, and is generally a promising crop, except, as previously reported, in the flooded tracts of Central Bengal and of the Sarun district. Harvesting of the earlier kinds of winter rice has begun in some districts. *Rabi* and poppy sowings are proceeding satisfactorily, and the earlier sowings are germinating well. Tobacco seedlings are thriving well, as also is the ganja crop in Rajshahye. Sugarcane is generally reported to be a good crop. Locusts have appeared in Rungpore, Maldah, and Lohardugga, and some damage therefrom to the winter rice in the latter district has been reported. Price of common rice falling in some districts.

North-Western Provinces and Oudh.—*For week ending 12th November.*—Weather clear and seasonable. *Rabi* sowings approaching completion, and promise well. Markets are well-supplied, and prices are generally steady.

Punjab.—*For week ending 12th November.*—Rainfall *nil*. Prices unsettled in Delhi, rising in Rawalpindi, Shahpur, Dera Ismail Khan, and parts of Lahore; stationary elsewhere. Harvesting of *kharif* crops in progress; *rabi* sowings going on; rain much wanted in Hissar. Standing *kharif* crops inferior for want of rain. Prospects of *rabi* crops generally reported fair. Fodder sufficient in all districts except in parts of Mooltan. Poppy sowings commenced in Shahpur.

Central Provinces.—*For week ending 12th November.*—The recent rain has benefited the earlier winter sowings, but in Bhandara where there has been an unusual heavy fall, the rain has been prejudicial to the reaped but unstalked rice crop and the later *rabi* sowings. Otherwise prospects are everywhere good.

Burma.—*For week ending 8th November.*—The crop prospect is generally good except in Mandalay, Katha, Ye-u, Pakokku, and Meiktila. In Yamethin rain is still urgently required. The price of paddy has risen slightly in Rangoon, Sagaing, and Pakokku, and fallen in Tharrawaddy, Thongwa, Tavoy, and the Lower Chindwin districts. In Kyaukpju crops on hill clearings are being reaped, and in Sandoway and Pegu reaping of early paddy has commenced; in Prome ploughing and transplanting are completed; in Mandalay ploughing and transplanting and in Bhamo ploughing for dry weather crops are progressing; in Katha wheat cultivation is progressing; in

the Ruby Mines district and Ye-u reaping has commenced; paddy transplanting has almost ceased in Meiktila and quite ceased in Pyinmana.

Assam.—*For week ending 12th November.*—Weather seasonable. Harvesting of late rice commenced. Mustard cultivation continues. Prospects of all crops good.

Berar and Hyderabad.—*For week ending 12th November.*—In Berar average rainfall 1'52. *Kharif* crops are in good condition. Picking of cotton and sowing of *rabi* crops in progress. Fodder sufficient. Prices generally steady.

In Hyderabad rainfall of week 1'69. Total since 1st January 37'50. Rainfall of week injurious to *abi* crops, but beneficial to *rabi* crops. Harvesting of *abi* and *kharif* crops continues. Sowing of *rabi* crops finished. Prices stationary.

Mysore and Coorg.—*For week ending 12th November.*—In Mysore rainfall general and good. Standing crops in good condition, having been benefited by recent rain. Agricultural operations in progress. Prospects favourable. Prices fallen in Kolar slightly.

Slight rain in Coorg during week.

Central India.—*For week ending 12th November.*—Slight injury by locusts to *kharif* crops in Bogode and Varudpura in Bhopawar Agency. No other changes since last report.

Rajputana.—*For week ending 12th November.*—Agricultural operations and standing crops generally satisfactory. Pasturage or fodder sufficient, but scarce at Meywar, Marwar, and Ajmere. Prices steady generally.

Nepal.—No report received.

E. C. BUCK,

Secretary to the Government of India.

**GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.**

No. XXVIII of 1890-91.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

Latest Return received.	RAILWAYS.	WEEK ENDING 19TH OCTOBER, 1889.			WEEK ENDING 18TH OCTOBER, 1890.			TOTAL RECEIPTS FROM 1ST APRIL TO 19TH OCTOBER, 1889.		TOTAL RECEIPTS FROM 1ST APRIL TO 18TH OCTOBER, 1889.		Total Increase in 1890-91.	Total Decrease in 1890-91.
		mean length open.	RECEIPTS.		mean length open.	RECEIPTS.		Total.	Per mile open per week.	Total.	Per mile open per week.		
			Total.	Per mile open.		Total.	Per mile open.						
	<i>State Lines worked by Companies.</i>		<i>R</i>	<i>R</i>		<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
25th Oct., 1890	East Indian (a) . . .	1,526	8,85,019	580	1,526	7,67,630	503	2,32,99,931	527	2,17,19,435	491	...	15,80,496
25th ditto	Patna-Gya . . .	57	10,316	181	57	24,847	436	2,74,475	165	2,67,555	161	...	6,920
18th ditto	Bareilly-Pilibhit . . .	36	2,516	70	36	1,760	49	54,013	54	52,414	52	...	1,599
25th ditto	Bengal-Nagpur (b) . . .	305	32,034	105	305	47,046	80	9,54,519	108	16,71,165	102	7,16,646	...
25th ditto	Indian Midland (c) . . .	752	67,053	89	752	50,110	67	15,41,985	79	16,10,109	75	67,124	...
25th ditto	Rajputana-Malwa . . .	1,672	3,38,340	202	1,672	2,76,000	165	1,04,53,429	217	86,36,221	180	...	18,17,208
18th ditto	Southern Maratha . . .	978	63,721	65	1,043	79,800	77	22,66,479	90	24,52,703	83	1,86,224	...
18th ditto	Ditto Mysore Section . . .	296	26,647	90	296	32,240	109	5,01,428	70	6,53,127	76	1,51,699	...
18th ditto	Villupuram-Guntakal . . .	83	4,010	48	83	3,666	44	1,40,753	59	1,32,453	56	...	8,300
18th ditto	Bengal and North-Western* (d) . . .	649	57,887	89	691	62,460	90	23,38,364	121	23,40,676	125	2,312	...
	TOTAL . . .	6,354	14,87,543	234	6,741	13,45,559	200	4,18,26,376	237	3,95,35,858	206	...	22,90,518
	<i>State Lines worked by the State.</i>												
25th Oct., 1890	North-Western . . .	2,477	(e) 6,38,386	258	2,195	(f) 5,04,659	211	(g) 1,52,51,083	213	(h) 1,38,62,274	202	...	13,88,809
11th ditto	Oudh and Rohilkhand . . .	...	...	...	...	(g)	...	(h) 39,44,891	204	(i) 35,05,310	181	...	4,39,581
11th ditto	Lucknow-Sitapur-Sihramau . . .	...	...	...	...	(g)	...	(h) 1,69,575	58	(i) 1,63,056	55	...	6,519
18th ditto	Eastern Bengal . . .	747	2,33,281	312	763	2,30,890	303	57,70,503	279	58,47,454	266	76,951	...
18th ditto	Bengal Central† . . .	125	11,963	96	125	15,730	126	4,27,552	118	3,48,432	96	...	79,120
18th ditto	Nalhati . . .	27	1,703	65	27	2,050	76	54,138	60	51,531	65	...	2,607
25th ditto	Wardha Coal (j) . . .	45	18,462	410	45	17,698	393	4,29,313	331	5,44,362	421	1,15,049	...
11th ditto	Cherra-Companyganj . . .	...	...	...	...	(g)	...	(h) 4,568	22	(i) 8,738	39	4,170	...
4th ditto	Jorhat . . .	...	...	...	...	(g)	...	(h) 33,309	49	(i) 33,867	50	558	...
18th ditto	Burma (m) . . .	553	83,110	150	556	1,12,190	202	24,71,340	155	27,27,450	171	2,56,110	...
	TOTAL . . .	3,974	9,86,965	248	3,911	8,83,217	226	2,85,56,272	207	2,70,92,474	199	...	14,63,798
	<i>Lines worked by Guaranteed Companies.</i>												
25th Oct., 1890	Great Indian Peninsula . . .	1,440	5,34,210	371	1,447	5,26,183	364	1,72,42,333	414	1,82,59,971	441	10,17,638	...
25th ditto	Bombay, Baroda and Central India . . .	461	2,03,993	442	461	1,79,000	388	69,14,729	520	67,58,575	511	...	1,56,154
18th ditto	Madras . . .	840	1,39,777	166	840	1,70,102	213	51,51,170	213	51,88,443	215	37,273	...
18th ditto	South Indian . . .	654	1,10,048	168	655	1,13,406	173	32,81,268	174	34,58,271	184	1,77,003	...
	TOTAL . . .	3,395	9,88,028	291	3,493	9,97,691	293	3,25,89,500	333	3,36,65,260	345	10,75,760	...
GRAND TOTAL (GUARANTEED AND STATE)		13,723	34,62,536	252	14,055	32,26,467	230	10,29,72,148	250	10,02,93,593	236	...	26,78,556
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	5,46,48,139	133	5,32,72,723	125	...	13,75,416
NET RECEIPTS		...	...	...	...	...	...	4,83,24,009	117	4,70,20,869	111	...	13,03,140
	<i>Assisted Companies.</i>												
25th Oct., 1890	Tarakeshwar . . .	22	4,600	209	22	3,898	177	1,55,053	240	1,50,680	234	...	4,373
18th ditto	Rohilkhand-Kumaun . . .	67	7,841	117	67	8,964	134	1,91,355	102	1,81,421	97	...	9,934
11th ditto	Dibru-Sadiya . . .	...	...	...	...	(g)	...	(h) 2,61,828	120	(i) 2,74,711	120	12,883	...
	TOTAL . . .	89	12,441	140	89	12,862	145	6,08,236	126	6,06,812	126	...	1,424
	<i>Native States Lines worked by Companies.</i>												
18th Oct., 1890	The Nizam's Guaranteed State . . .	354	35,678	100	354	47,412	134	12,38,942	121	13,97,652	138	1,58,710	...
25th ditto	The Gaekwar's Dabhoi . . .	59	2,074	35	72	2,110	29	74,666	44	1,13,318	59	38,652	...
25th ditto	The Gaekwar's Mehsana . . .	27	787	29	27	750	28	29,801	38	25,568	33	...	4,233
25th ditto	The Gaekwar's Petlad . . .	...	...	...	13	630	48	...	...	(o) 23,169	75	23,169	...
	TOTAL . . .	440	38,539	88	466	50,902	109	13,43,409	106	15,52,707	118	2,16,298	...
	<i>Native States Lines worked by the States.</i>												
25th Oct., 1890	Rajputana-Bhatinda . . .	...	(p)	...	108	9,479	88	(p)	...	2,86,368	92	2,86,368	...
	<i>Native States Lines.</i>												
25th Oct., 1890	Jodhpore . . .	124	6,830	55	124	6,000	48	1,86,827	52	2,01,555	57	14,728	...
25th ditto	Bhavnagar-Gondal . . .	329	22,253	68	334	20,700	62	7,20,535	94	8,74,576	92	1,54,041	...
25th ditto	Junagarh-Porbandar . . .	65	2,296	34	94	4,196	45	1,08,440	55	1,70,441	63	62,015	...
	TOTAL . . .	521	31,381	60	552	30,896	56	10,15,788	68	12,46,572	79	2,30,784	...

(a) Includes the Dildarnagar-Ghaziipur State Railway.

(b) Includes the Asansol-Gaikhera section of the Bengal-Nagpur Railway worked by the East Indian Railway.

(c) Includes the Sindia and Bhopal-Itarsi State Railways.

(d) Includes the Tirhoot State Railway.

(e) Includes the Amritsar-Pathankot and Rajputana-Bhatinda State Railways.

(f) Includes the Amritsar-Pathankot and Jammu and Kashmir Railways.

(g) Return not received.

(h) Total receipts from 1st April to 12th October 1889.

(i) Total receipts from 1st April to 11th October 1890.

(j) Includes Warora Colliery.

(k) Total receipts from 1st April to 5th October 1889.

(l) Total receipts from 1st April to 4th October 1890.

(m) Includes the Toungoo-Mandalay Railway.

(n) Includes the Dhond-Manmad, Khamsaon and Amraoti State Railways.

(o) Total receipts from 5th May to 18th October 1890.

(p) Included with the North-Western Railway.

* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.

† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F B. HEBBERT,

Offg. Under-Secretary.

CALCUTTA,

The 10th November, 1890.

Printed and published for the GOVERNMENT OF INDIA, *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING,
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The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 48.} CALCUTTA, SATURDAY, NOVEMBER 29, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.—Government of India Notifications, Appointments, Promotions, Leave of Absence, General Orders, Rules and Regulations.

PART II.—Notifications by High Court, Comptroller General, Administrator General, Paper Currency Department, Presidency Pay Master, Money Order Department, Mint Master, Secretary and Treasurer Bank of Bengal, Superintendent of Government Printing, and other Government Officers, Postal, Telegraph, and Commissariat Notices.

PART III.—Advertisements and Notices by private individuals and Corporations.

PART IV.—Acts of the Governor-General's Council assented to by the Governor General:—

Nothing for Publication.

PART V.—Bills introduced into the Council of the Governor-General of India for making Laws and Regulations, or Reports of Select Committees presented to the Council:—

Nothing for Publication.

PART VI.—Abstract of the Proceedings of the Council of the Governor-General of India assembled for the purpose of making Laws and Regulations:—

Nothing for Publication.

SUPPLEMENT No. 48.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS.—ESTABLISHMENTS.

Calcutta, the 27th November, 1890.

No. 598.—The Hon'ble Sir Steuart Colvin Bayley, K.C.S.I., C.I.E., is permitted to resign Her Majesty's Indian Civil Service, with effect from the 17th December, 1890.

The 28th November, 1890.

No. 603.—Mr. *J. W. Neill, of the Indian Civil Service, received charge of the office of Chief Commissioner of the Central Provinces from Mr. A. Mackenzie, C.S.I., of the Indian Civil Service, on the afternoon of the 18th instant.

MEDICAL.

The 28th November, 1890.

No. 761.—Surgeon-Major A. Crombie, M.D., Surgeon Superintendent, Presidency General Hospital, Calcutta, has obtained privilege leave for four days in extension of the leave granted to

him in Home Department Notification No. 516 dated the 5th August, 1890.

JUDICIAL.

The 26th November, 1890.

No. 1670.—Mr. R. Upton, Solicitor to Government, having returned from leave and resumed charge of his office on the forenoon of the 14th instant, the unexpired portion of the leave granted to him by Home Department Notification No. 309, dated 6th March, 1890, is hereby cancelled.

POLICE.

The 24th November, 1890.

No. 849.—The services of Lieutenant S. H. Pelly, Bombay Staff Corps, 2nd-in-Command in the Upper Burma Military Police, are replaced at the disposal of the Military Department, with effect from the 1st January, 1891.

C. J. LYALL,

Offg. Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.—FORESTS.

Calcutta, the 28th November, 1890.

No. 976-F.—Consequent on the departure on furlough of Mr. C. Bagshawe, Conservator of Forests, North-Western Provinces and Oudh, and with reference to the Notification of the Madras Government, No. 412, dated the 16th September last, Mr. J. Sykes-Gamble, Conservator of Forests, Madras, is appointed Conservator of the School Circle in the North-Western Provinces and Oudh and Director of the Imperial Forest School at Dera Dûn, with effect from 14th October, 1890, Mr. Gamble will rank as a Conservator of the 2nd grade (supernumerary).

PATENTS.

The 26th November 1890.

No. 3119-P.—Specifications of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, at No. 13, Wood Street, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 246 of 1889.—John Ashington Thompson, Tea Planter, but at present of No. 3, Mission Row, Calcutta, for cutting and gathering tea leaves from off the tea bushes by means of specially constructed shears, scissors, knives, hooks or sickles.

No. 62 of 1890.—Robert Allen Cordner, M. Inst., C.E., Executive Engineer, Irrigation Branch, Public Works Department, India, for a water motor by which power can be supplied to machines of various kinds.

No. 66 of 1890.—Richard Lewis Consens of Johannesburg in the South African Republic, Electrical Engineer, for a process and apparatus for extracting precious metals from ores or quartz.

No. 76 of 1890.—Frederick William Zimer of Coleman Street, in the county of London, England, Merchant, for an improved air-ship.

No. 126 of 1890.—August Osenbrück, Engineer of Hemelingen, near Bremen, Germany, for new process of utilizing the

latent heat of the exhaust steam of steam engines or steam from other sources for producing liquid ammonia in absorption refrigerating machines.

No. 216 of 1890.—Edward Sydney Luard, Assistant Locomotive Superintendent, Bombay, Baroda and Central India Railway, Parell Works, Bombay, and Mark Maxwell Lindsley, Chief Draughtsman of the Locomotive and Carriage Department, Bombay, Baroda and Central India Railway, Parell Works, Bombay, for improvements in couplings for railway and other vehicles.

No. 229 of 1890.—Joseph Stuart Romanes, a Private in E. Company of Her Majesty's First Batta'ion, East Surrey Regiment, at present stationed at Fort William, Calcutta, for punkah-pulling apparatus adapted for the use of pulling punkahs in barracks, offices, and private residences, &c.

No. 3120-P.—The under-mentioned designs have been registered, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies of the designs have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every design is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secre-

tary appointed under the Inventions and Designs Act, 1888, at No. 18, Wood Street, upon payment of a fee of one Rupee:—

No. 23 of 1890.—Bernard Rigold and George Bergmann, Trading, as B. Rigold and Bergmann, Merchants and Factors of London and Calcutta, for a design consisting in the embellishment of the lids of boxes, the lids being now made with ornaments in the shape of stamping beads in the tin round the edges of the lids, such beads being either gilt or coloured.

No. 44 of 1890.—Volkart Brothers, Bombay, for a design consisting of an ornament woven with gold thread on silk ground.

Nos. 45 and 46 of 1890.—Volkart Brothers, Bombay, for designs consisting of fancy flowers woven with silk on silk grounds.

E. C. BUCK,

Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 22nd November, 1890.

No. 1813-G.—The undermentioned officers have passed in the subjects prescribed under clause A, rule II, of the rules for the examination of junior officers in the Political Department:—

Mr. A. L. P. Tucker, Officiating Political Agent of the 3rd class, and First Assistant to the Governor-General's Agent in Central India (with credit).

Lieutenant J. L. Kaye, Bengal Staff Corps, Officiating Political Assistant of the 2nd class, and Assistant to the Governor-General's Agent in Central India (with credit).

Lieutenant C. A. Kemball, Bombay Staff Corps, Officiating Political Assistant of the 2nd class, and Assistant to the Governor-General's Agent in Rajputana, and Magistrate of Abu.

Lieutenant H. L. Showers, Bengal Staff Corps, Officiating Political Assistant of the 3rd class, and Assistant to the Governor-General's Agent, and to the General-Superintendent of Operations for the Suppression of Thagi and Dakaiti, in Rajputana.

The 27th November, 1890.

No. 1822-G.—Captain W. E. Evans-Gordon, Madras Staff Corps, Political Assistant of the 1st class, is, on return from furlough, posted as Assistant to the Resident in Kashmir, with effect from the date of assuming charge.

No. 3999-I.—In exercise of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act, 1879, and of all other powers enabling him in this behalf, the Governor-General in Council is pleased to apply the provisions, so far as they are suitable, of the Probate and Administration Act, V of 1881, the Probate and Administration Act, VI of 1889, and Act II of 1890, sections 9 and 16 (amending the Indian Succession Act, X of 1865, and the Probate and Administration Act, V of 1881), to the Hyderabad Residency Bazars.

H. S. BARNES,

Offg. Depy. Secy. to the Govt. of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Calcutta, the 27th November, 1890.

No. 5534.—Mr. D. J. Burbridge, Assistant Comptroller, Burma, is granted privilege leave for one month and twenty-six days, with effect from such date in January, 1891, as he may be permitted to avail himself of it.

Mr. A. Saravanum is appointed to officiate as Supernumerary Chief Superintendent in the Office of the Comptroller, Burma, during Mr. Burbridge's absence on leave.

SEPARATE REVENUE,

STAMPS

NON-JUDICIAL. EXEMPTIONS, &c.

The 27th November, 1890.

No. 5484.—In exercise of the power conferred by Section 8 of the Indian Stamp Act, I of 1879, the Governor-General in Council is pleased to remit, both prospectively and with retrospective effect, from the 1st October, 1875, the duty chargeable on security bonds taken, under the authority of the Government, from medical students of the Apothecary, Assistant Surgeon, and Hospital Assistant classes and their sureties.

E. J. SINKINSON,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 28th November, 1890.

APPOINTMENTS.

DISTRICT STAFF.

No. 1043.—Colonel Sir W. S. A. Lockhart, K. C. B., C. S. I., Bengal Infantry, to command a district of the second class, with the temporary rank of Brigadier-General, *vice* Brigadier-General Sir J. W. McQueen, K.C.B., vacated. Dated 8th November, 1890.

HYDERABAD CONTINGENT.

No. 1044.—Brigadier-General M. Protheroe, C. B., C. S. I., Madras Staff Corps, officiating Commandant, Hyderabad Contingent, is confirmed in that appointment, with effect from the 26th October, 1890, *vice* Major-General R. C. Stewart, C. B., Madras Cavalry, appointed to the command of the Burma District.

PERSONAL STAFF.

No. 1045.—G. G. O. No. 681 of 1890 appointing Captain C. B. D. Michel, Middlesex Regiment, to be Aide-de-Camp to the General Officer Commanding, Allahabad District is cancelled.

QUARTER MASTER GENERAL'S DEPARTMENT,
INTELLIGENCE BRANCH.

No. 1046.—Captain N. A. Bray, 2nd Battalion, Royal Inniskilling Fusiliers, to be Deputy Assistant Quarter Master General for Burma. Dated 22nd October, 1890.

STAFF CORPS.

No. 1047.—The undermentioned officers appointed by the Secretary of State for India, to be probationers for the Indian Staff Corps, are posted as follows, with effect from the dates of their arrival in India:—

Bengal Staff Corps.

Lieutenant C. W. G. Richardson, Norfolk Regiment.

Second-Lieutenants—

T. S. Tancred, 15th Hussars.

G. Capron, York and Lancaster Regiment.

J. R. Carden, Royal Scots.

R. M. Barff, West Yorkshire Regiment.

Madras Staff Corps.

Lieutenant F. C. Rampini, South Staffordshire Regiment.

Second-Lieutenant R. A. Firth, East Yorkshire Regiment.

FURLOUGH AND LEAVE.

No. 1048.—The undermentioned officers are granted leave to proceed out of India on private affairs under the Leave rules for the Staff Corps; the specified period to count from the date of being struck off duty:—

Brigadier-General E. Stedman, C. B., Bengal Staff Corps, Inspector General of Police, Burma, for one year. Pension service,—30th year commenced 19th December, 1889.

Lieutenant F. G. H. Davies, Bengal Staff Corps, Squadron Officer, (Queen's Own) Corps of Guides, Punjab Frontier Force, for one year. Pension service,—6th year commenced 29th August, 1890.

No. 1049.—Captain F. Campbell, Bengal Staff Corps, Wing Officer and Adjutant, (Queen's Own) Corps of Guides, Punjab Frontier Force, is granted leave out of India (p. a.) for 8 months, under the Leave rules for the Staff Corps, with effect from the date of embarkation. Pension service,—12th year commenced 13th August, 1890.

No. 1050.—The undermentioned officers have been granted extensions of leave by the Secretary of State for India:—

Lieutenant-Colonel C. E. Harenc, Bengal Staff Corps, Squadron Commander and 2nd-in-command, 4th Regiment of Bengal Cavalry, (m. c.) for six months.

Captain P. B. Vaughan, Bengal Staff Corps, Wing Officer, 35th (Sikh) Regiment of Bengal Infantry, (m. c.) for three months.

Lieutenant G. H. C. Colomb, Bengal Staff Corps, Wing Officer, 1st Battalion, 4th Gurkha Regiment, (p. a.) for six days.

No. 1051.—G. G. O. No. 508 of 1890, granting furlough to Captain C. B. D. Michel, Middlesex Regiment, is cancelled.

LONDON GAZETTE.

No. 1052.—The following extracts are published for general information:—

"London Gazette," dated the 31st October, 1890, page 5748.

War Office, Pall Mall,

31st October, 1890.

MEMORANDA.

* * * * *

Lieutenant-Colonel Thomas Shepherd, Bengal Staff Corps, to be Colonel. Dated 4th August, 1890

* * * * *

INDIAN STAFF CORPS.

Lieutenant-General Herbert Henderson James, Bombay, has been transferred to the Unemployed Supernumerary List. Dated 8th October, 1890.

Major-General Edward Dandridge, Bengal, to be Lieutenant-General. Dated 8th October, 1890.

Colonel Francis Edward Archibald Chamier, Bengal, to be Major-General. Dated 8th October, 1890.

Major-General Francis Edward Archibald Chamier, Bengal, has been transferred to the Unemployed Supernumerary List. Dated 8th October, 1890.

Colonel Charles William Robert Chester, Bengal, to be Major-General. Dated 8th October, 1890.

To be Lieutenant-Generals on the Unemployed Supernumerary List. Dated 8th October, 1890:—

Major-General Frederick Cortlandt Anderson, Bengal.

Major-General Montgomery Hunter, Bengal.

To be Major-Generals on the Unemployed Supernumerary List. Dated 8th October, 1890:—

Colonel Thomas Rose Nimmo, Bombay.

Colonel Henry Daniel Cloeté, Madras.

Colonel William Gordon, Bengal.

Colonel Hugh Christian Menzies, Madras.

Colonel Arthur Thaddeus Searle, Madras.

Colonel William Jackson, Bengal.

Colonel Henry Vincent Mathias, Bengal.

Colonel John William Orr, Madras.

Colonel Alexander Charles Hay, Madras.

Colonel Melmoth Alaster Douglas Orchard, Bengal.

Colonel Frederick Gadsden, Madras.
Colonel Patrick Alexander Carnegie, Madras.

Colonel William Garrow Waterfield, C.S.I., Bengal, has been transferred to the Unemployed Supernumerary List. Dated 3rd October, 1890.

INDIAN LOCAL SERVICE.

To be Major-Generals. Dated 8th October, 1890:—

Colonel George Wynne Cole, Madras Infantry.
Colonel Henry Hamer Chalmers Grosvenor Warrington, Madras Infantry.

PENSIONS.

No. 1053.—Second grade Apothecary Alfred George Fay, Subordinate Medical Department, Bengal, is transferred to the pension establishment.

PROMOTIONS.

No. 1054.—Under the provisions of the Royal Warrant of the 10th November, 1881, the name of Major-General W. M. Lees, Bengal Staff Corps, is placed on the list of Lieutenant-Generals on the Indian Gradation List, in consequence of the transfer to the Unemployed Supernumerary List on the 8th October, 1890, of Lieutenant-General H. H. James, Bombay Staff Corps.

No. 1055.—The following promotion is made subject to Her Majesty's approval:—

BENGAL STAFF CORPS.

To be Lieutenant-Colonel.

Major Mansel Armstrong, 22nd November, 1890.

ORDNANCE DEPARTMENT.

No. 1056.—Sub-Conductor Bernard Cosgrove, on probation, is confirmed in the Warrant grade, with effect from the 9th May, 1890.

NATIVE ARMY.

No. 1057.—26th (Punjab) Regiment of Bengal Infantry.

Havildar Jeth Singh to be Jemadar *vice* Ganesha Singh, transferred to the pension establishment, with effect from the 1st November, 1890.

No. 1058.—1st Battalion, 1st Gurkha Regiment.

Jemadar Pūran Thāpa to be Subadar, and Color-Havildar Jangu Khattri to be Jemadar, *vice* Harkmani Thāpa, deceased, with effect from the 17th July, 1890.

RETIREMENTS.

No. 1059.—Honorary Surgeon Thomas Browne is permitted to retire from the service, with effect from the 25th September, 1890.

REWARDS.

No. 1060.—With reference to G. G. O. No. 549 of 1871, His Excellency the Governor-General in Council is pleased to confer an annuity of £10 on pensioned Quartermaster-Sergeant William Yetton, late of the Naini Tal Depot, with effect from the 26th June, 1889, *vice* pensioned Sergeant-Major William Morrow, late 36th Foot, deceased.

(This cancels the grant of the gratuity and medal to Quartermaster-Sergeant Yetton, notified in General Orders by His Excellency the Commander-in-Chief in India, dated the 12th June, 1875.)

No. 1061.—In paragraph 2 of G. G. O. No. 995 of 1890, for "Sergeant-Major Must" read "Sergeant-Major Cresswell."

VOLUNTEER CORPS.

APPOINTMENTS.

Gorakhpur Light Horse.

No. 1062.—Mr. James Tullock to be Second-Lieutenant, with effect from the 2nd August, 1890, *vice* Howe, promoted.

No. 1063.—East Indian Railway Volunteer Rifle Corps—

Mr. Leonard William Stephenson to be Second-Lieutenant, *vice* Partridge, resigned.

Mr. Edward Henry Wells to be Second-Lieutenant, *vice* Macklin, resigned.

Mr. Theodore Alexander Cummins to be Second-Lieutenant, *vice* Hoile, resigned.

No. 1064.—Dacca Volunteer Rifle Corps—

Mr. Charles Edward La Touche to be Second-Lieutenant.

PROMOTIONS.

No. 1065.—Surma Valley Light Horse—

Second-Lieutenant Reginald Steward to be Lieutenant, with effect from the 1st August, 1890, *vice* Odling, resigned.

No. 1066.—Gorakhpur Light Horse—

Second-Lieutenant John Walter Hose to be Lieutenant, with effect from the 2nd August, 1890, *vice* King, transferred to the supernumerary list.

RESIGNATIONS.

No. 1067.—East Indian Railway Volunteer Rifle Corps—

Captain W. Drysdale resigns his commission.

No. 1068.—Oudh Volunteer Rifle Corps—

Lieutenant J. B. S. Boyle resigns his commission.

MARINE DEPARTMENT.

APPOINTMENTS.

No. 57.—Mr. T. G. Bailey, Builder's Foreman, Bombay Dockyard, is appointed to officiate temporarily as Chief Builder, Kidderpore Dockyard, until further orders.

No. 58.—With reference to G. G. O. Nos. 36 and 51 of 1890, Mr. A. V. Shortland has been appointed by the Secretary of State a 3rd grade Officer in Her Majesty's Indian Marine, *vice* Mr. Morton.

FURLOUGH AND LEAVE.

No. 59.—Captain G. C. Parker, Indian Marine, is granted furlough out of India (m.c.), under para. 560, clause VII, Marine Regulations, Volume I, from the 17th October, 1890, to the 19th February, 1891, inclusive.

E. H. H. COLLEN,

Secretary to the Government of India

MILITARY DEPARTMENT.

NOTIFICATION.

*Calcutta, the 28th November, 1890.**Statement of Deposits on account of Estates between the 22nd and the 28th November, 1890.*

On whose account.	Rank.	Corps.	Date of decease.	Testate or Intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
Charles Allan Renny	Surgeon	Medical Staff	22nd July, 1890.	Intestate	Rs. 1,037 7 6	...	...
George Ruggles*	Sub-Inspector of Army Schools.	Department of Military Education.	7th June, 1890.	Testate	2,100 0 0	...	27th January, 1891.

* Sole executrix—

Miss F. Parkes, Nursing Sister, Herbert Hospital, Shooter's Hill, Kent.

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 25th November, 1890.

No. 501.—Under the provisions of Section 4 of the Northern India Ferries Act, No. XVII of 1878, the Governor-General in Council is pleased to declare that the Barsat ferry on the river Jumna, between the districts of Muzaffarnagar

in the North-Western Provinces and Karnal in the Punjab, shall be deemed a public ferry, and that, for the purposes of the Act, it is situated in the Karnal district of the Punjab.

The 27th November, 1890.

No. 502.—Mr. F. Morrison, Examiner of Guaranteed Railway Accounts, Madras, is granted furlough for one year and two months, under Article 340 of the Civil Service Regulations.

The 28th November, 1890.

No. 504.—Mr. W. B. Taylor, Executive Engineer, 1st grade, State Railways, is permitted to retire from the service, with effect from the 28th November, 1890.

TELEGRAPH.

The 28th November, 1890.

No. 503.—The Governor-General in Council is pleased to order the following officiating promotions in the Persian Section of the Indo-European Telegraph Department, with effect from the 2nd October, 1890:—

NAMES.	From	To
Mr. F. T. B. Daniell	Supernumerary Superintendent	Officiating Director.
" J. R. Preece	Assistant Superintendent, 1st grade	Officiating Supernumerary Superintendent.
" J. J. Fahie	Assistant Superintendent, 2nd grade	Officiating Assistant Superintendent, 1st grade.
" E. Graves	Signaller, 1st grade	Officiating Assistant Superintendent, 2nd grade.

J. G. FORBES, Colonel, R.E.,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 29. 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 25th October, 1890.

From the 8th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 1st November, all Notifications and other matter intended for publication in the *Gazette*, should be addressed to the Publisher, 8, Hastings Street, Calcutta.

Revised rates from 1st January, 1887.

	Per annum.
	R. a. p.
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Postage	3 0 0

For a single copy of the *Gazette* and Supplement, 8 as.

For a single copy of Parts I, II, and III, or IV, V, and VI, or Supplement, 4 as.

Postage on single copies varies according to weight.

Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page 2 pice.

By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

CALCUTTA UNIVERSITY.

NOTICE.

Babu Prannath Saraswati, Tagore Professor of Law, will deliver his lectures on the "Hindu Law of Endowments" in the Presidency College on every alternate Saturday at 9 A.M.

The first lecture is to commence on Saturday, the 29th November, at 4 P.M.

A. M. NASH,

Offg. Registrar.

SENATE HOUSE,

The 29th November, 1890.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 15th November, 1890.

PARTICULARS.	4 PER CENT. LOANS						4½ PER CENT. LOANS			TRANSFER LOAN OF 1890, SINKING FUND CERT. PORTION.	3 PER CENT. LOAN OF 1886-87.	GRAND TOTAL.								
	Of 1835-36.	Of 1842-43.	Of 1854-55.	Transfer of 1865.	Reduced a per cent. Loan of 1878.	Total.	Of 1878.	Transfer Loan of 1879, per cent. Portion.	Total.											
Balance of 31st October, 1890	12,02,560	25,40,400	3,44,50,600	3,18,97,500	4,73,93,300	1,96,68,300	13,71,52,660	39,500	64,16,500	9,69,13,800	10,33,69,800	24,07,43,160	32,200	67,00,900	4,49,700	11,73,000	16,55,200	25,07,21,900	1,02,50,200	24,04,71,700
<i>Add—</i> Amount of the following Loans transferred to 4 per cent., 1854-55, in London :— 4½ per cent., 1878. 4½ per cent., 1879. 4½ per cent., 1880.	...	...	...	96,00,900	...	...	67,00,900	...	...	...	...	...	...	...	...	...	...	...	...	...
Amount encased at Madras between 1st and 15th November, 1890	...	...	72,500	1,61,500	1,89,700	1,000	4,24,700	...	3,000	22,000	25,000	...	...	...	...	...	...	...	...	...
Amount encased at Bombay between 1st and 15th November, 1890	...	...	2,00,000	...	1,000	1,000	2,02,000	...	74,000	8,97,000	9,71,000	...	...	...	...	...	...	...	...	...
Amount encased at Calcutta between 1st and 15th November, 1890	...	4,200	2,06,000	3,74,500	5,12,500	50,000	11,47,200	...	...	5,08,000	5,08,000	...	...	...	...	...	...	...	...	...
<i>Deduct—</i> Amount written off in the London Registers	12,02,560	25,44,600	3,49,29,100	3,91,34,400	4,80,96,500	1,97,20,300	14,56,27,160	39,500	64,93,500	9,83,40,800	10,18,73,800	1,33,800	32,200	...	...	...	...	...	...	...
Balance on 15th November, 1890	12,02,560	25,38,400	3,46,83,600	3,91,23,900	4,78,38,500	1,96,68,300	14,50,56,260	...	...	9,61,800	9,67,900	1,33,800	32,200	...	...	...	...	...	...	...

Notes.—From 9th June, 1897, to 15th Sept., 1899, enclosed from India 6,551 lakhs: re-transferred from London 6,684 lakhs

[illegible]

Balance against India. . . 1,047 lakhs.

* This amount includes Rs. 42,400, being balance of 4½ per cent Rupee Loan Certificates of 1880, which stood at credit of Government of India and is now transferred to G. I. London R. registers.

PUBLIC DEBT OFFICE,
BANK OF BENGAL,
Calcutta, 22nd November, 1890.

W. WESTLAND,
Off. Secretary & Treasurer.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 26th November, 1890.

	₹	₹
Value of silver held in the Mint on account of the Currency Department on the evening of the 19th November, 1890	87,98,617	
Value of Government silver in the Mint on the same date	21,15,112	
ADD—		1,09,13,729
Silver received by the Mint during the week on account of the Currency Department	10,19,886	
Ditto ditto Government	13	
		10,19,899
Deduct—		1,19,33,628
New coin paid to Reserve Treasury during the week	9,00,000	
Petty items issued for miscellaneous purposes	...	
		9,00,000
Balance on the evening of the 26th November, 1890	...	1,10,33,628
The Balance comprises—		
Silver held on account of the Currency Department	88,11,443	
Ditto ditto Government	22,22,185	
		1,10,33,628
There is in addition awaiting assay—		
Hullion belonging to Private Individuals	5,27,553	
Ditto ditto Government	...	
		5,27,553

A. W. BAIRD, *Lieut.-Colonel, R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 27th November, 1890.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATION.

Simla, the 14th November, 1890.

No. 26.—Second grade Hospital Assistant, No. 485, Ghulam Ghaus Khan, of the Subordinate Medical Department, Bengal, is granted an extension of sick leave for two months, with effect from the date on which the sick leave granted to him by the Inspector-General of Jails, with Civil Medical Administration, Burma, expired.

G. BOMFORD, *M.D.,*
for Surgeon-General with the Govt. of India.

SURVEY OF INDIA.

NOTIFICATIONS.

Calcutta, the 24th November, 1890.

No. 814.—The following promotions are made, with effect from the 10th November, 1890, *vice* Mr. M. J. Ogle, Surveyor, 2nd grade, promoted to the Senior Division :—

Mr. H. T. Hanby, Surveyor, 3rd grade, to be Surveyor, 2nd grade.

Mr. A. J. James, Surveyor, 4th grade, to be Surveyor, 3rd grade.

Mr. S. O. Madras, Officiating Surveyor, 4th grade, is confirmed in that grade.

Mr. J. A. Higgs, Assistant Surveyor, 2nd grade, to be Assistant Surveyor, 1st grade.

Munshi Yusuf Sharif, K.B., Assistant Surveyor, 3rd grade, to be Assistant Surveyor, 2nd grade.

Mr. T. F. Freeman, Assistant Surveyor, 1st grade, to officiate as Surveyor, 4th grade.

No. 815.—The services of Colonel H. C. B. Tanner, B.O.S.C., Officiating Deputy Superintendent, 1st grade, having been replaced at the disposal of the Military Department, with effect from the forenoon of the 31st October, 1890, the following promotions are made, with effect from the same date :—

Colonel J. E. Sandeman, S.C., Deputy Superintendent, 2nd grade, to officiate as Deputy Superintendent, 1st grade.

Lieutenant-Colonel J. Hill, R.E., Deputy Superintendent, 3rd grade (on furlough), to be Deputy Superintendent, 2nd grade.

No. 816.—Mr. W. H. Reynolds, Deputy Superintendent, 4th grade, on deputation to the Forest Survey Branch, having returned from furlough on the forenoon of the 24th October, 1890, is appointed to officiate as Deputy Superintendent, 3rd grade, with effect from the same date.

H. R. THUILLIER, *Colonel, R.E.,*
Surveyor-General of India.

AGENT TO THE GOVERNOR-GENERAL AT BARODA.

NOTIFICATION.

Baroda, the 1st November, 1890.

No. 11650.—Rules for regulating the reciprocal execution of civil decrees, realisation of State demands, and service of summons, between the Cantonment of Baroda and the Baroda State.

With the sanction of the Governor-General in Council* and the concurrence of the Government of His Highness the Gaekwar of Baroda, the following rules are prescribed for regulating the reciprocal execution of civil decrees, realization of State demands, and service of summons, between the Cantonment of Baroda and the Baroda State :—

* Letter No. 2920-I, dated 3rd September, 1890.

Execution of civil decrees and realisation of State demands.

1. The Cantonment Magistrate at Baroda is authorized by the Governor-General in Council to execute and realize, against the property or person of any individual residing in or possessing property within the local limits of his jurisdiction, civil decrees, original or appellate, passed by the Courts of His Highness the Gaekwar, and State demands preferred by His Highness the Gaekwar's Government, provided that the said decrees or State demands be forwarded for execution or realization with the requisite darkhast or statement of State demands through the Agent to the Governor-General.

2. Should a decree be executed or a demand realized, its amount will be remitted, together with a certificate of execution or realization, through the Agent to the Governor-General, to the Baroda Government. Should execution or realization be impossible, the decree or demand will be endorsed to that effect and returned, through the Agent to the Governor-General, to the Baroda Government.

3. Civil decrees passed by the Judge of the Court of Small Causes of the Baroda cantonment or by the District Court of the same place may be forwarded to the Baroda Government through the Agent to the Governor-General for execution. The Agent to the Governor-General may also forward to the Baroda Government for realization State demands of the British Government arising within the cantonment of Baroda.

4. State demands to be realized for the Baroda Government or to be sent for realization by the Agent to the Governor-General to the Baroda Government will be restricted to items of revenue or other incomings connected with land-revenue, water rates, abkari or customs; or debts due on contract for the farm or collection of the same, or on contract for the execution of public or other works, between individuals and the Government of Baroda on the one hand, or individuals and the British Government on the other; or fines or forfeitures leviable from such contractors or their sureties.

5. In effecting the execution of a decree or the realization of a State demand, the Cantonment Magistrate at Baroda will, as far as may be convenient, be guided by the provisions of the Code of Civil Procedure relating to the execution of decrees or by the Law or Rules obtaining in the Bombay Presidency for the realization of the State demands, as the case may be. He will refer doubtful points for the orders of the Agent to the Governor-General, whose decision shall be final.

Service of summons.

6. Summonses for the attendance of witnesses issued by the Baroda Courts and summonses on defendants in civil suits issued by the same Courts may be served in the Baroda cantonment by the Cantonment Magistrate, and in like manner summonses issued by the Courts of the cantonment may be sent for service by the Courts of the Gaekwar.

In the matter of these processes, the Cantonment Magistrate is authorized to hold direct correspondence with the local Baroda officials, as has hitherto been customary.

H. N. D. PRENDERGAST, *General*,
• *Agent to the Govr.-Genl. at Baroda.*

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATION.

The 24th November, 1890.

No. 5174-G.—With reference to Foreign Department Notification No. 1431-G., dated 29th August, 1890, it is hereby notified that Major W. H. C. Wyllie, C.I.E., B.S.C., on return from furlough, took over charge of the Kotah Agency

from Colonel E. S. Reynolds, on the forenoon of the 18th November, 1890.

By Order,
C. S. BAYLEY,
*First Asst. Agent to the Govr.-Genl.,
Rajputana.*

OFFICE OF THE DISTRICT MAGISTRATE, CIVIL AND MILITARY STATION.

NOTIFICATION.

Bangalore, the 19th November, 1890.

No. 915.—With reference to this Office Notification, No. 758, dated 9th October, 1890, it is hereby notified that the powers conferred on the 2nd Magistrate of the Civil and Military Station under the provisions of Section 18 of Act XIII of 1880 (The Vaccination Act) are withdrawn.

H. M. S. MAGRATH,
District Magistrate.

NORTHERN INDIA SALT REVENUE DEPARTMENT.

NOTIFICATIONS.

Agra, the 8th November, 1890.

No. 6061.—Mr. A. F. Ashton, Assistant Commissioner Lower Division, Internal Branch, returned from the three months' privilege leave granted in Order No. 225, dated 19th July, 1890, on the 7th November, 1890, forenoon.

The 20th November, 1890.

No. 322.—Mr. T. T. Robyns, Superintendent, North Punjab Circle, Upper Division, Internal Branch, is appointed to officiate as Assistant Commissioner, Lower Division, Internal Branch, during the absence on deputation of Mr. A. F. Ashton, Assistant Commissioner.

A. D. CAREY,
Commissioner, N. I. Salt Revenue.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion, The Buffs East Kent Regiment of Foot, dated at Barrackpore, this 26th day of November, 1890.

Number, Rank, and Name, —No. 1713, Private Richard Walker.	Parish and County in which Born,—Woolwich.
Age,—32 years 5 months.	Place of residence for last 12 months before Enlistment,—England.
Height,—5 feet 7½ inches.	Marks,—Tattoo marks on chest, arms, and forearms.
Colour of— Complexion, <i>sallow</i> ; Hair, <i>black</i> ; Eyes, <i>brown</i> .	Thin face.
Date of Desertion or Absence,—24th November, 1890.	Trade,—Labourer.
Place of Desertion or Absence,—Barrackpore.	Regimentals, or plain clothes,—Regimentals.
Date of Enlistment,—18th April, 1885.	REMARKS.—Supposed to have sailed for the Colonies. This man has only been absent since 24th November, but there is every reason to suppose he has deserted.
At what Place Enlisted,—Woolwich.	Under 6 years' service.

J. W. HIND, *Major*,
Comdg. Det., 1st Battn., The Buffs.

MILITARY WORKS DEPARTMENT.

NOTIFICATION.

Simla, the 18th November, 1890.

No. 60-A.—Lieutenant A. L. Swainson, R.E., Assistant Engineer, was placed in charge of the Office of the Executive Engineer, Bareilly Division, Military Works, in addition to his own duties, with effect from the afternoon of the 1st November, 1890.

J. DAY, Captain, R.E.,
for Director-General of Military Works.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 20th November, 1890.

No. 48.—The Honourable E. H. S. Napier, Assistant Engineer, 1st grade, is transferred, in the interests of the public service, from the North-Western Railway to the Kashmir Railway Survey.

The 24th November, 1890.

No. 48.—Mr. W. Wiseman, Executive Engineer, 1st grade, sub. *pro tem.*, is granted six months' special leave on urgent private affairs, with effect from the 15th November, 1890, or such subsequent date as he may be permitted to avail himself of it.

R. A. SARGEANT, Col., R.E.,
Offg. Director-General.

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of Act VI of 1878, that on the 10th October, 1890, the undermentioned two idols and one censer, weighing together 161 seers, and of which the aggregate value is estimated at Rs. 40, were found in field No. 308, in the village of Mannargudi, Mannargudi taluk :—

	Weight in seers.	Approximate value.
1. Copper idol of Sundramurthi . . .	40	
2. Copper idol of Sivakamiamma . . .	120	
3. Censer . . .	1	
	161	40 0 0

All persons claiming the said treasure, or part thereof, are hereby required to appear personally, or by agent before the Collector of Tanjore, at his Office, on the 30th March, 1891, in view to the matter being enquired into and determined according to law.

J. THOMSON,
Actg. Collector of Tanjore.

TANJORE,

The 22nd November, 1890.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 19th November, 1890.

No. 8845.—Mr. G. B. Prussia is appointed to act as a Superintendent in the 4th grade, during the absence on deputation of Mr. C. J. Hogg, or until further orders.

No. 8864.—The following acting arrangements are sanctioned during the absence on privilege leave of Babu Surja Kumar Ganguli, Officiating Superintendent of Post Offices, 1st grade, or until further orders :—

- (1) Mr. H. M. Harcourt, Superintendent, 2nd grade, to act in the 1st grade.
- (2) Mr. A. H. Sparling, Superintendent, 3rd grade, to act in the 2nd grade.
- (3) Mr. K. Homan, Superintendent, 4th grade, to act in the 3rd grade.

The 22nd November, 1890.

No. 8902.—During the absence on privilege leave from the 16th October, 1890, of Babu Profulla Chandra Banerji, Superintendent of Post Offices, officiating in the 2nd grade, the following acting appointments are sanctioned :—

Mr. H. Tulloch, Superintendent of Post Offices, 3rd grade, is appointed to act as Superintendent, 2nd grade, until further orders.

Mr. W. R. Monks, Superintendent of Post Offices, 4th grade, is appointed to act as Superintendent, 3rd grade, *vice* Mr. Tulloch on deputation, or until further orders.

The 26th November, 1890.

No. 9032.—Mr. L. Byrne, Superintendent, 4th grade, Railway Mail Service, is granted two months' privilege leave, with effect from the 15th December, 1890, or such date as he may avail himself of it.

2. Mr. C. Davis, 2nd grade Assistant Superintendent, Railway Mail Service, is appointed to act as Superintendent, 4th grade, during the absence on privilege leave of Mr. L. Byrne, or until further orders.

H. M. KISCH,

Offg. Dir. Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 25th November, 1890.

Agent, Anglo-Australian Steam Navigation Company.	Froesch, Max. Holland, Miss Florence. Kintingen, T.	Managing Director, Bengal Trust and Loan Company.
Agent, Union Steamship Co., of New Zealand.	Lee, Robert E. Lockhart, F. A. S. Manager, Flour Mill Trading Co.	Pollard, C. Smylie, S. M. Tinjiera, J. H. S. Vollers, B.
Andreal & Co. Ashby & Co. Burn, A. & Co. Frank, Emil.	Manager, the Oriental Hosiery Manufacturing Co.	Wilson, James. Woodyear, Wm. Yates and Son.

Letters marked "Care of Post Office."

Anderson, Mrs. F. M.	Hammond, Revd. B.	Nolan, Mrs.
Andrews, S. J.	Hanley, Mrs. W.	Oberkaniff, A.
Bally, Albert.	Harding, Charles.	Olsen, Johan.
Bambridge, G. H.	Hardy, Mrs. G. T.	Parker, G. F.
Barker, Fred.	Hewitt, F. T.	Paulin, William.
Barrett, Mrs. E. C.	Hickman, W. C.	Pietso, R.
Beardmore, J. C.	Humphrys, S. H.	Pootskalo, G.
Bingham, Major C. T.	Hutton, H.	Port, Kintzing.
Bird, Charles A.	Jasseraud, Monsieur.	Purcell, Mrs.
Boddam, R. W.	Johnson, M. A. F.	Robert, P.
Brown, Mrs. D.	Keightley, B.	Roberts, R. H. E.
Buckland, Mrs. G.	Kenny, Mrs. Irwin T.	Rosenberg, A.
W. F.	Kirkman, Dr.	Ross, A. M.
Clementson, A. E.	Lackensteen, Austin.	Sarkies, Mrs. M.
Costello, L.	Lee, W. H.	Scott, W. A., Esq.
Craemers, Mr. Henry	Lincoln, Frank.	Senior, Lewis.
A.	Lindgren, John.	Sherman, J.
Crawford, C. S., Esq.	Lyle, Miss Fannie.	Sibthorpe, Lieutenant.
Cumise, G. L.	Macdonald, M.	Smith, James.
Currie, John.	Mackinnon, Mrs. J.	South, E.
Day, Mrs. W. H.	Martin, Chas.	Stanton, B. P.
Ehimsobu, T.	Martin, H. W.	Stuart, C. M.
Fraser, William.	McBrien, Mrs. E.	Tassell, Miss G. N.
Fraser, S. M.	Mitchell, Mrs. H.	Twinning, T. V.
Freedman, J. J.	Moody, C. J.	Walsley, Master.
Frost, Joe.	Morgan, Col.	White, Dr.
Galbraith, J. R.	Murray, A. H.	Whitehead, E. C.
Garlo, E.	Hallom.	Wilson, G. F.
Good, W. M.	Murray, Miss Minnie.	Wisse, Dr. E.
Gubbay, J. S.	Nicktertein, F.	

Registered Letters.

Bally, Albert.	Hewitt, F. T.	Pinto, V. M.
Braidwood, L. D.	Livinia, Mrs. Francis.	Rai, Mrs. Alice M. C.
Harris, Thos.		

Unclaimed Letters held in the Harracknure Post Office on the 24th November, 1890.

Brettingham, Mrs. H.	Hare, Mrs. D.	McNeil, J., Esq.
Dickson, Mr.	Jemjus, G. H., Esq.	Thomas, J. R., Esq.
Graver, S., Esq.	Matheeson, J., Esq.	Wright, D. S., Esq.

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

The 29th November, 1890.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
Egypt, Europe, America, Cape Colonies through United Kingdom.	1890 3rd Dec.	Per P. & O. Str. from Bombay
Ditto (Book Post and Pattern Packets).	2nd "	Ditto.
Mauritius, Mahé (Seychelles), Mayotte, Nossi Be, and Réunion (Supplementary).	3rd "	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies (Supplementary).	3rd "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China, and Japan.	1st "	Ditto.
Australia, New Zealand, and Tasmania.	1st "	Ditto.
Colombo	3rd "	Per P. & O. Str. <i>Khedive</i> .
Straits, China, and Japan . . .	8th "	Per Steamer <i>Japan</i> .
Rangoon and Moulemein \	2nd "	Per Steamer <i>Chanda</i> .
Ditto ditto •	5th "	Per Steamer <i>Nudda</i> .
Akyab, Kyaukpaya, Sandoway, and Rangoon.	3rd "	Per Steamer <i>Euphrates</i> .

N.B.—The letter-box for inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mail despatched the same night.

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

GOVERNMENT CINCHONA FEBRIFUGE.

This preparation is an efficient substitute for quinine, and can be purchased by Government officers for public and charitable purposes, and by any one taking *twenty pounds* at a time, from the Superintendent, Botanical Garden, Calcutta, *for cash only*, at the following rates—per four-ounce tin, *R3-14*; per eight-ounce tin, *R7-4*; per pound tin, *R14*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only*, at the under-noted rates—per four-ounce tin, *R4-14*; per eight-ounce tin, *R9-4*; per pound tin, *R17-8*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

گورنمنٹ سینکونا فیری فیو ج

یہ دوا کوئینائین کا عمدہ بدلہ ہے اور ملکہ کے بوٹائل کارڈس یعنی کمپنی باغ نے سوپرٹنڈنٹ صاحب سے ایک سٹرکری واسطے سرکاری کام اور خدوات کے اور جو سوئی ایک مسدود ایس ہونے خرید کرنے والا ہر وقت خرید کرنے کی عطا ہے جس کے لئے ہونے پہاڑ سے خرید ہو سکتا ہے جسے — چار اونس کے ٹوس کے ٹوس دوہی چودہ آنے ; آٹھ اونس کے ٹوس کے سات دوہی چار آنے ; ایک ہونے کے ٹوس کے چودہ دوہی اور موام الناس ہوٹائل کارڈس یعنی کمپنی باغ سوپرٹنڈنٹ صاحب سے بقیہ نقد نیچے کے لئے ہونے پہاڑ سے خرید ہو سکتے ہیں جسے — چار اونس ٹوس کے چار دوہی چودہ آنے ; آٹھ اونس کے ٹوس کے نو دوہی چار آنے ; ایک ہونے کے ٹوس کے ستوا دوہی آٹھ آنے .

یہ دوا ملکہ کے بڑے بڑے دلائی اور دیسی دوا خانوں میں ملتی ہے ماسوائے بقیہ مسدود ہال کے معقول ذاتی چار اونس ٹوس کے چار آنے ; اور آٹھ اونس کے ٹوس کے آٹھ آنے ; اور ایک روپے کے ٹوس کے ہالے آنے .

THE INDIAN LAW REPORTS.

PUBLISHED UNDER AUTHORITY.

The Indian Law Reports, published under the authority of the Governor-General in Council, appear in monthly parts, published as soon as possible after the first of each month, at Calcutta, Madras, Bombay, and Allahabad, and comprise four series,—one for the Calcutta High Court, a second for the Madras High Court, a third for the Bombay High Court, and a fourth for the Allahabad High Court. The cases heard by the Privy Council on appeal from each High Court are reported in the series for that High Court. Cases heard by the Privy Council on appeal from Provinces in India not subject to any High Court are reported in the Calcutta Series.

The Calcutta Series is distributed by the Bengal Secretariat, and the Madras, Bombay and Allahabad Series are distributed direct from Madras, Bombay, and Allahabad, respectively.

In supersession of the previous advertisements, on and from the 1st January, 1889, the terms of subscription and sale will be as follows for current issues as well as for back numbers of the Reports from 1870:—

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" a part of the Calcutta Series purchased separately, inclusive of postage in India	...	2 0 0
" a part of each of the Madras, Bombay and Allahabad Series purchased separately, inclusive of postage in India	...	1 0 0

The following is the rate at which deductions will be made for parts out of print:—

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- The Government Central Book Depot, Bombay.
- " Curator of Government Books, North-Western Provinces and Oudh.
- " Superintendent of Government Printing, Bengal.

Orders and subscriptions for 1890 should be at once registered and remitted.

NOTICE.

Indian Law Reports.

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	One page.	Half page.	Quarter page.
	R a. p.	R a. p.	R a. p.
For one issue	20	14	9
" three issues	55	30	24
" six "	100	68	45
" nine "	145	90	64
" twelve "	180	120	80

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Further Notes on the Rungpore Records, Vol. II. By E. G. GLAZIER, C.S. R1 (2s.)

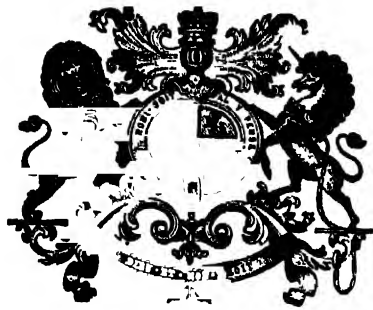
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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 29, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

UNCOVENANTED SERVICE FAMILY PENSION FUND.

Result of Votes on the proposal submitted in Circular No. 2, dated 11th July, 1890.

Subject.	Yes.	No.
Whether, under the circumstances stated in the Circular, Misses Fox shall be admitted to the pension proposed.	1,253	11

By order of the Directors,
W. H. RYLAND,
Secretary.

U. S. F. PENSION FUND OFFICE,
The 14th November, 1890.

NOTICE.

Letters of administration to the estate and effects of Henry Edward Walter Beville, deceased, late a Captain in Her Majesty's Bombay Staff Corps, and an Assistant Commissioner in Burma, have been granted by the Court of the Recorder of Rangoon to Colonel H. R. Spearman, Commissioner of the Irrawaddy Division, Lower Burma. All persons having claims against the said estate are required forthwith to

send particulars of their claims to the said Administrator, to whom all persons indebted to the said estate are required forthwith to make payment.

THOS. OWEN,

Solicitor for the Administrator.

76, Merchant Street, Rangoon.

PROMISSORY NOTES.

Lost.

The lower halves of Government Promissory Notes, Nos. B—135450 and A—014138, of the 4 per cent. loans of 1st May, 1865, and reduced 1879, for ₹5,000 and ₹1,000, originally standing in the names of the National Bank of India, Limited, and the Alliance Bank of Simla, Limited, respectively, and last endorsed to Inderjee Makanjee Nichabhai Fouzdar, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for the issue of duplicates in favour of the proprietor, after six months from date of last correct advertisement.

INDERJEE MAKANJEE
NICHABHAI FOUZDAR,
Vesma, via Newsari.



SUPPLEMENT TO
The Gazette of India.

No. 48.} CALCUTTA, SATURDAY, NOVEMBER 29, 1890.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

ANNUAL REPORT ON THE OPERATIONS OF THE POSTAL LIFE INSURANCE AND
MONTHLY ALLOWANCE SCHEMES DURING THE OFFICIAL YEAR 1889-90.

No. 5417, dated Calcutta, the 20th November, 1890.

ORDER—By the Government of India, FINANCE AND COMMERCE DEPARTMENT.

Read—

Letter from the Director General of the Post Office of India, No. 8491, dated the 13th November 1890, and enclosures.

Ordered, that the papers be published in the *Supplement to the Gazette of India* for general information.

E. J. SINKINSON,
Secretary to the Government of India.

No. 8491, dated Calcutta, the 13th November, 1890.

From—H. M. KISCH, Esq., Offg. Director General of the Post Office of India,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I have the honour to submit the Annual Report on the operations of the Postal Life Insurance and Monthly Allowance schemes during the official year 1889-90.

2. Statement No. 1 shows that, during the year under report, 166 persons insured their lives for the total sum of Rs. 2,71,250, against 223 lives insured for Rs. 3,27,900 in the previous year. Of the 166 persons who insured their lives, 57 were servants of the Telegraph Department, and the total value of policies issued in their favour was Rs. 1,34,800. The remaining 109 persons were Post Office servants, and the aggregate value of their policies was Rs. 1,36,450. The fall in the number of new policies, as compared with the number in the previous year, is to a great extent accounted for by the large number of insurances effected by employes of the Telegraph Department in 1888-89 on the extension of the scheme to that Department from the 1st July 1888. Apart from such special circumstances, the number of *fresh* insurances would naturally fall after

3. The total amount realised on account of premiums on both old and new policies amounted during the year to Rs 51,014 as compared with Rs 40,831 in the previous year. Claims to the extent of Rs 15,044 were paid during the year as compared with payments amounting to Rs 9,122 during the preceding year. Twenty policies or contracts representing a gross assurance of Rs 28,550 either lapsed or were surrendered or cancelled. Below is a summary which compares the general results up to the close of the past two years:—

63 issued in Lower Bengal and Assam.

19 " " the Madras Postal Circle,

Deducting 32 policies for a total sum of R43,950, which was

P

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SECRET

† Exclusive of 139 ditto ditto ditto.

† Exclusive of 139 ditto ditto ditto.

It will be seen that only 2·13 per cent. of the whole establishment held policies on the 31st March 1890, but that the percentages were far higher in the cases of Supervising Officers, Postmasters, clerks, and Post Office signallers. Postmen and runners generally receive such low pay that it is not likely that many of them will insure their lives for some time to come.

7. No advance whatever was made in the business relating to monthly allowances. At the close of the year only three contracts were in existence, *viz.*, one for Rs and two for Rs50 each.

8. The following is a statement of the assets and liabilities of both schemes :—

	R a. p.	R a. p.	R a. p.
LIFE INSURANCE.			
Balance including interest on 31st March 1889 . . . . .	...	1,15,291 10 3	...
Amount of premiums received during 1889-90	51,013 12 7	...	...
Deduct—Amount of claims met	15,044 2 4	35,969 10 3	...
INTEREST FOR 1889-90 . . . . .	...	4,680 11 8	...
BALANCE ON 31ST MARCH 1890 . . . . .	...	...	1,55,942 0 2
MONTHLY ALLOWANCES.			
Balance including interest on 31st March 1889 . . . . .	...	1,925 1 3	...
Amount of subscription received during 1889-90	1,962 8 0	...	...
Deduct—Claims met	60 0 0	1,902 8 0	...
INTEREST FOR 1889-90 . . . . .	...	103 9 4	...
BALANCE ON 31ST MARCH 1890 . . . . .	...	...	3,931 2 7
TOTAL BALANCE ON 31ST MARCH 1890 . . . . .	...	...	1,59,873 2 9

Liabilities on 31st March 1890.

	Number.	Amount.	REMARKS.
		R	
Life policies in existence	1,063	14,57,700	Payment in a lump sum.
Monthly allowance in existence, Immediate.	1	5	Commenced from March 1884.
Monthly allowance in existence, Deferred.	2	100	Of 50 rupees each : one to commence from January 1894, and the other from September 1893.

9. The usual statements are annexed.

Statement showing the operation of the Scheme of Life Insurance and Monthly Allowance during the year 1888-89 compared with 1889-90.

[illegible]

* These figures represent the premiums realised during the year for policies issued in previous years.

	Native.	European or Eurasian.
† 1885-89	•	•
1889-90	•	•
1890-91	•	•
† 1885-89	•	•
1889-90	•	•
1890-91	•	•
	115	34
	88	34
	53	21
	33	11

II.—MONTHLY ALLOWANCES.

CIRCLE.	IMMEDIATE MONTHLY ALLOWANCE SECURED BY PAYMENT OF SINGLE SUBSCRIPTION.						DEFERRED MONTHLY ALLOWANCE SECURED BY PAYMENT OF MONTHLY SUBSCRIPTION.						TOTAL.		
	Number of Subscribers.	Amount of subscriptions received.	Amount of Monthly Allowances secured.	Claims of Monthly Allowances met.	Number of Subscribers.	Amount of Subscriptions received.	Amount of Monthly Allowances secured.	Claims of Monthly Allowances met.	Number of Subscribers.	Amount of Subscriptions received.	Amount of Monthly Allowances secured.	Claims of Monthly Allowances met.	Amount of Subscriptions received.	Amount of Monthly Allowances secured.	Claims of Monthly Allowances met.
Chief Office, Calcutta (<i>i. e.</i> , Direction and Office of Accounts)	R a. p.	...	...	R a. p.	R a. p.	...	...	R a. p.	R a. p.	...	R a. p.	R a. p.
Bengal
Bombay
Madras
N.-W. Provinces
Punjab
Assam
Behar
Burma
Central India
Central Provinces
Eastern Bengal
Oudh
Rajputana
Sindh
Railway Mail Service	60 0 0	...	...	...	60 0 0	...	...	...	...	...	...	60 0 0
Telegraph Department	1,962 8 0	...	...	...	1,962 8 0	...	...	1,962 8 0	...	...
TOTAL OF 1889-90	60 0 0	...	1,962 8 0	...	...	...	1,962 8 0	...	...	1,962 8 0	...	60 0 0
TOTAL OF 1888-89	60 0 0	2	807 4 8	100	...	2	807 4 8	100	...	807 4 8	100	60 0 0
Increase or Decrease	1,155 3 4	...	...	2	...	...	...	1,155 3 4	...	...
	2	...	100	...	...	...	100	...	...	100	...

B.—MONTHLY ALLOWANCES.

Statement showing (1) the present ages (on 31st March 1890) of those in receipt of Monthly Allowances and of those subscribing for Deferred Allowances, (2) the number of Subscribers of the same age on that date, (3) the amount of Subscriptions paid in lump sum or payable monthly for stated periods (with notes showing when the Subscriptions cease and Monthly Allowances commence), and (4) the amount of Monthly Allowances secured, during the period from February 1884 to March 1890.

IMMEDIATE MONTHLY ALLOWANCE SECURED BY PAYMENT OF SINGLE SUBSCRIPTION.				DEFERRED MONTHLY ALLOWANCE SECURED BY PAYMENT OF MONTHLY SUBSCRIPTION.				Period for which Subscription is payable.	Age when Subscription will cease.	Date when Monthly Allowance is to commence.
Present ages of those in receipt of Monthly Allowances.	Number of those that are of the same age.	Amount of Subscription paid in lump sum.	Amount of Monthly Allowances secured.	Present ages of Subscribers.	Number of Subscribers of the same age.	Amount of Subscription payable monthly.	Amount of Monthly Allowances secured.			
29	1	R 1,063 12 10	R 5 0 0	...	...	...	R a. p.	...	...	From March 1884.
				47	1	84 6 0	50 0 0	After five years.	51	" January 1894
				49	1	79 2 8	50 0 0	" "	53	" September 1893.
TOTAL	1	1,063 12 10	5 0 0	...	2	163 8 8	100 0 0	...	...	...

ABSTRACT.

Circles (arranged in order of balances on 31st March 1890 as shown in column 6).	LIFE INSURANCE.					MONTHLY ALLOWANCE.				
	Balance on 1st April 1889.	Premiums received.	TOTAL.	Claims paid.	Balance on 31st March 1890.	Balance on 1st April 1889.	Subscriptions received.	TOTAL.	Claims paid.	Balance on 31st March 1890.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Bengal . . .	37,635 11 2	16,001 6 6	53,637 1 8	1,119 12 2	52,517 5 6	783 8 10	...	783 8 10	60 0 0	723 8 10
Madras . . .	13,070 0 10	7,654 0 2	20,724 1 0	2,500 0 0	18,224 1 0	...	...	...	...	...
Bombay . . .	8,624 1 2	5,179 2 10	13,803 4 0	1,044 10 6	12,758 9 6	24 2 7	...	24 2 7	...	24 2 7
Assam . . .	8,316 7 0	3,903 7 8	12,219 14 8	...	12,219 14 8	...	...	...	...	...
Behar . . .	7,121 5 11	2,410 3 8	9,531 9 7	274 10 1	9,256 15 6	...	...	...	...	...
Burma . . .	3,535 8 10	4,583 14 10	8,119 7 8	...	8,119 7 8	...	...	...	...	...
Eastern Bengal .	5,477 5 3	2,547 4 2	8,024 9 5	64 12 10	7,959 12 7	...	...	...	...	...
Punjab . . .	6,046 9 5	1,688 2 0	7,734 11 5	...	7,734 11 5	554 2 8	950 0 0	1,504 2 8	...	1,504 2 8
N.-W. Provinces	8,226 5 11	2,433 6 9	10,659 12 8	6,000 0 0	4,659 12 8	...	...	...	...	...
Central Provinces	2,812 6 2	1,306 3 0	4,118 9 2	...	4,118 9 2	...	...	...	...	...
Oudh . . .	2,850 1 10	822 0 10	3,672 2 8	...	3,672 2 8	11 7 4	...	11 7 4	...	11 7 4
Rajputana . . .	1,995 6 3	665 14 2	2,661 4 5	...	2,661 4 5	...	...	...	...	...
Central India . .	946 8 2	334 11 0	1,281 3 2	40 4 9	1,240 14 5	253 2 0	1,012 8 0	1,265 10 0	...	1,265 10 0
Sindh . . .	176 8 6	1,483 15 0	1,660 7 6	4,000 0 0	2,339 8 6	78 12 10	...	78 12 10	...	78 12 10
TOTAL . . .	1,06,834 6 5	51,013 12 7	1,57,848 3 0	15,044 2 4	1,42,804 0 8	1,705 4 3	1,962 8 0	3,667 12 3	60 0 0	3,607 12 3
Interest . . .	8,457 3 10	...	...	...	13,137 15 6	219 13 0	...	...	...	323 6 4
TOTAL . . .	1,15,291 10 3	51,013 12 7	1,57,848 3 0	15,044 2 4	1,55,942 0 2	1,925 1 3	1,962 8 0	3,667 12 3	60 0 0	3,931 2 7
TOTAL OF 1888-89 . . .	...	40,831 2 10	...	9,122 2 9	...	...	807 4 8	...	60 0 0	...
Increase or Decrease . . .	...	10,182 9 9	...	5,921 15 7	...	...	1,155 3 4	...	...	...

	LIFE INSURANCE POLICIES ISSUED.		MONTHLY ALLOWANCE CONTRACTS ISSUED.	
	Number.	Amount.	Number.	Amount.
		R a. p.		R a. p.
BALANCE OF 1888-89 Issued during the year . . .	929	12,29,500 0 0	3	105 0 0
Issued during the year . . .	166	2,71,250 0 0	...	...
TOTAL . . .	1,095	15,00,750 0 0	3	105 0 0
Deduct—Discharged during the year . . .	12	14,500 0 0	...	...
Lapsed, surrendered, and cancelled, as per details below . . .	20	28,550 0 0	...	...
BALANCE OF 1889-90 . . .	1,063	14,57,700 0 0	3	105 0 0

Details relating to Surrendered, Lapsed, or Cancelled Policies and Contracts.

	SURRENDERED.		LAPSED.		CANCELLED.		TOTAL.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		R		R		R		R
Chief Office (i.e., Direction and Office of Accounts) . . .	1	2,000	...	...	...	...	1	2,000
Bengal . . .	1	2,000	1	250	...	...	2	2,250
Bombay . . .	2	1,150	...	...	...	...	2	1,150
Madras . . .	2	2,500	2	2,000	...	...	4	4,500
North-Western Provinces . . .	3	5,000	...	...	...	...	3	5,000
Punjab . . .	2	4,050	...	...	...	...	2	4,050
Behar . . .	3	5,500	...	...	...	...	3	5,500
Central Provinces . . .	2	1,100	...	...	...	...	2	1,100
Telegraph Department . . .	1	3,000	...	...	...	...	1	3,000
TOTAL . . .	17	26,300	3	2,250	...	...	20	28,550

A.—LIFE INSURANCE.

Statement showing (1) present ages on 31st March 1890 of lives insured of the same age on that date, (2) number of lives insured of the same age on that date, (3) the amount of premiums paid in lump sum or payable monthly for stated periods or for life, and (4) the amount insured, during the period from February 1884 to March 1890.

LIVES INSURED BY SINGLE PAYMENT.					LIVES INSURED BY PAYMENT OF MONTHLY PREMIUMS FOR STATED PERIODS.					LIVES INSURED BY PAYMENT OF MONTHLY PREMIUMS FOR LIFE.				
Present ages of lives insured.	Number of lives insured that are of the same age.	Amount of premiums paid (lumped together).	Amount insured (lumped together).	Present ages of lives insured.	UNTIL THE AGE OF 50.					UNTIL THE AGE OF 55.				
					Number of lives insured that are of the same age.	Monthly premiums payable (lumped together).	Amount insured (lumped together).	Present ages of lives insured.	Number of lives insured that are of the same age.	Monthly premiums payable (lumped together).	Amount insured (lumped together).	Present ages of lives insured.	Number of lives insured that are of the same age.	Monthly premiums payable (lumped together).
21	1	R 15 10	R 500 0 0	21	2	R 9 6 0	R 5,000 0 0	21	1	R 1 0 0	R 600 0 0	21	1	R 1 0 0
22	7	28 3 8	14,000 0 0	22	2	5 13 4	1,000 0 0	22	1	1 0 0	1,000 0 0	22	1	1 0 0
23	2	6 4 0	13,000 0 0	23	2	5 13 4	3,000 0 0	23	1	1 0 0	3,000 0 0	23	1	1 0 0
24	9	27 3 10	13,000 0 0	24	9	23 10 4	1,000 0 0	24	5	10 15 0	6,000 0 0	24	5	10 15 0
25	19	70 12 0	32,100 0 0	25	7	9 12 0	4,700 0 0	25	5	19 1 10	10,000 0 0	25	5	19 1 10
26	16	76 1 5	32,550 0 0	26	21	6 4 8 0	29,850 0 0	26	9	16 7 4	8,500 0 0	26	9	16 7 4
27	21	48 14 0	19,850 0 0	27	13	27 12 2	13,000 0 0	27	14	37 3 10	19,000 0 0	27	14	37 3 10
28	28	86 13 11	35,250 0 0	28	16	46 5 9	20,350 0 0	28	15	44 2 6	22,150 0 0	28	15	44 2 6
29	22	94 1 6	37,050 0 0	29	15	34 14 8	14,850 0 0	29	13	34 1 0	15,900 0 0	29	13	34 1 0
30	22	78 14 9	27,650 0 0	30	23	66 10 0	27,500 0 0	30	30	66 7 4	30,000 0 0	30	30	66 7 4
31	15	28 0 11	10,900 0 0	31	19	55 8 10	24,000 0 0	31	20	67 12 7	28,750 0 0	31	20	67 12 7
32	33	90 12 2	33,050 0 0	32	24	32 9 0	12,000 0 0	32	33	58 2 4	11,550 0 0	32	33	58 2 4
33	33	80 0 4	27,150 0 0	33	11	84 3 1	20,300 0 0	33	16	58 2 4	23,400 0 0	33	16	58 2 4
34	33	138 3 6	45,750 0 0	34	29	62 13 7	22,200 0 0	34	35	65 2 0	23,850 0 0	34	35	65 2 0
35	35	39 1 6	12,900 0 0	35	19	52 8 4	16,800 0 0	35	36	65 2 0	22,050 0 0	35	36	65 2 0
36	10	70 6 1	23,950 0 0	36	13	51 13 0	16,700 0 0	36	18	59 3 1	21,350 0 0	36	18	59 3 1
37	16	62 14 11	17,650 0 0	37	17	20 2 10	23,200 0 0	37	15	62 10 8	17,400 0 0	37	15	62 10 8
38	19	137 5 11	37,650 0 0	38	12	50 7 4	14,700 0 0	38	39	62 1 1	17,400 0 0	38	39	62 1 1
39	9	43 12 3	10,450 0 0	39	18	56 7 4	24,500 0 0	39	12	62 1 1	20,500 0 0	39	12	62 1 1
40	14	95 8 0	21,750 0 0	40	11	46 5 10	12,600 0 0	40	41	62 1 1	20,500 0 0	40	41	62 1 1
41	9	50 10 5	10,350 0 0	41	12	83 1 3	21,350 0 0	41	15	62 1 1	20,500 0 0	41	15	62 1 1
42	9	128 3 8	25,500 0 0	42	7	69 14 4	15,000 0 0	42	43	62 1 1	20,500 0 0	42	43	62 1 1
43	4	69 3 6	10,450 0 0	43	12	81 10 8	18,000 0 0	43	44	62 1 1	20,500 0 0	43	44	62 1 1
44	5	59 0 2	8,050 0 0	44	9	69 14 6	12,550 0 0	44	45	62 1 1	20,500 0 0	44	45	62 1 1
45	6	42 10 8	5,200 0 0	45	7	76 14 0	14,200 0 0	45	46	62 1 1	20,500 0 0	45	46	62 1 1
46	5	23 5 4	2,000 0 0	46	2	21 4 0	6,000 0 0	46	47	62 1 1	20,500 0 0	46	47	62 1 1
47	1	0 13 6	100 0 0	47	3	66 0 8	4,000 0 0	47	48	62 1 1	20,500 0 0	47	48	62 1 1
48	1	19 9 4	2,000 0 0	48	4	28 2 0	4,500 0 0	48	49	62 1 1	20,500 0 0	48	49	62 1 1
49	1	...	...	49	...	...	...	49	50	62 1 1	20,500 0 0	49	50	62 1 1
50	1	...	...	50	...	...	...	50	51	62 1 1	20,500 0 0	50	51	62 1 1
51	...	...	...	51	...	...	...	51	52	62 1 1	20,500 0 0	51	52	62 1 1
52	...	...	...	52	...	...	...	52	53	62 1 1	20,500 0 0	52	53	62 1 1
53	...	...	...	53	...	...	...	53	54	62 1 1	20,500 0 0	53	54	62 1 1
54	...	...	...	54	...	...	...	54	55	62 1 1	20,500 0 0	54	55	62 1 1
55	...	...	...	55	...	...	...	55	56	62 1 1	20,500 0 0	55	56	62 1 1
56	...	...	...	56	...	...	...	56	57	62 1 1	20,500 0 0	56	57	62 1 1
57	...	...	...	57	...	...	...	57	58	62 1 1	20,500 0 0	57	58	62 1 1
58	1	469 0 0	700 0 0	58	375	1,774 2 6	5,29,800 0 0	58	352	1,499 10 3	4,54,650 0 0	58	335	1,459 15 10
	1	469 0 0	700 0 0											

ABSTRACT.

Lives insured by payment of premium in one sum	R 700
" " " " up to age of 50	375 " 5,29,800
" " " " " " " " of 50	352 " 4,54,650
" " " " " " " " during life	335 " 4,72,550
	1,063 " 14,57,000

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXX of 1890-91.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

Latest Return received.	RAILWAYS.	WEEK ENDING 2ND NOVEMBER, 1889.			WEEK ENDING 1ST NOVEMBER, 1890.			TOTAL RECEIPTS FROM 1ST APRIL TO 2ND NOVEMBER, 1889.		TOTAL RECEIPTS FROM 1ST APRIL TO 1ST NOVEMBER, 1890.		Total Increase in 1890-91.	Total Decrease in 1890-91.
		Total length open.	RECEIPTS.		Total length open.	RECEIPTS.		Total.	Per mile open per week.	Total.	Per mile open per week.		
			Total.	Per mile open.		Total.	Per mile open.						
	<i>State Lines worked by Companies.</i>		<i>R</i>	<i>R</i>		<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>		<i>R</i>
8th Nov., 1890	East Indian (a) . . .	1,526	8,25,382	54	1,526	7,95,724	522	2,49,52,414	528	2,32,24,855	491	...	17,27,559
8th ditto	Patna-Gya . . .	57	9,028	158	57	8,285	145	2,03,039	165	2,89,742	163	...	3,297
25th Oct., 1890	Bareilly-Pilibhit . . .	...	...	...	...	(b) ...	...	(c) 56,145	54	(d) 54,820	53	...	1,325
8th Nov., 1890	Bengal-Nagpur (e) . . .	305	29,974	98	305	48,814	83	10,20,590	108	17,76,002	101	7,55,412	...
8th ditto	Indian Midland (f) . . .	752	66,876	89	752	40,728	66	16,70,473	79	17,28,923	75	58,450	...
8th ditto	Rajputana-Malwa . . .	1,672	3,28,773	197	1,672	2,83,000	169	1,11,12,447	216	91,78,156	179	...	19,34,291
8th ditto	Southern Maratha . . .	978	63,537	65	1,043	81,668	78	23,94,891	88	20,10,583	83	2,15,692	...
8th ditto	Ditto Mysore section . . .	296	24,105	81	296	32,850	111	5,47,329	71	7,20,021	78	1,72,692	...
1st ditto	Villupuram-Guntakal . . .	83	5,055	61	83	3,994	48	1,49,368	58	1,41,395	55	...	7,973
1st ditto	Bengal and North-Western* (g) . . .	649	67,220	104	691	84,160	122	24,66,331	123	24,98,986	121	32,655	...
	TOTAL . . .	6,318	14,19,950	225	6,705	13,85,223	207	4,46,63,027	236	4,22,23,483	206	...	24,39,544
	<i>State Lines worked by the State.</i>												
8th Nov., 1890	North Western . . .	2,477	(h) 5,98,099	241	2,395	(i) 5,57,424	233	11,64,54,818	215	1,50,68,556	205	...	13,86,262
8th ditto	Oudh and Rohilkhand . . .	692	1,59,551	231	692	1,28,268	185	43,68,996	204	39,30,628	183	...	4,38,368
8th ditto	Lucknow-Sitapur-Sih-ramau . . .	105	5,990	57	105	5,021	48	1,83,662	56	1,78,813	55	...	4,849
1st ditto	Eastern Bengal . . .	747	2,74,708	368	763	3,00,010	393	62,89,037	285	63,78,054	271	89,017	...
1st ditto	Bengal Central† . . .	125	13,681	109	125	13,800	110	4,51,216	116	3,73,622	96	...	77,594
1st ditto	Nalhati . . .	27	1,451	54	27	1,880	70	57,275	68	55,331	65	...	1,944
8th ditto	Wardha Coal (j) . . .	45	13,904	309	45	15,053	335	4,55,458	328	5,71,834	414	1,16,376	...
1st ditto	Cherra-Companyganj . . .	7	335	48	8	432	54	5,369	23	9,902	40	4,533	...
1st ditto	Jorhat . . .	25	835	34	25	1,373	55	37,336	48	38,960	50	1,624	...
1st ditto	Burma (k) . . .	553	1,00,622	182	556	1,03,997	187	20,73,535	157	29,49,151	173	2,75,616	...
	TOTAL . . .	4,803	11,69,196	243	4,741	11,27,258	238	3,09,76,702	210	2,95,54,851	203	...	14,21,851
	<i>Lines worked by Guaranteed Companies.</i>												
1st Nov., 1890	Great Indian Peninsula & Bombay, Baroda and Central India . . .	1,447	5,82,746	403	1,447	6,35,933	439	1,82,69,161	411	1,94,70,130	439	12,00,169	...
8th ditto	Madras . . .	461	2,06,157	447	461	2,18,000	473	73,09,674	514	71,54,948	505	...	1,54,746
8th ditto	South Indian . . .	840	1,58,208	188	840	1,77,178	216	54,85,280	212	55,44,982	215	59,702	...
1st ditto	South Indian . . .	654	99,998	153	655	1,10,263	178	34,68,320	172	36,06,659	184	2,28,339	...
	TOTAL . . .	3,402	10,47,109	308	3,403	11,47,374	337	3,45,33,235	329	3,58,66,719	343	13,33,484	...
	GRAND TOTAL (GUARANTEED AND STATE) . . .	14,523	36,36,255	250	14,849	36,62,855	247	11,01,72,964	250	10,76,45,053	236	...	25,27,911
	GROSS ESTIMATED EXPENSES . . .	...	...	...	...	...	...	5,81,59,131	132	5,64,07,965	124	...	16,91,166
	NET RECEIPTS . . .	...	...	...	...	...	...	5,20,13,833	118	5,11,77,088	112	...	88,36,745
	<i>Assisted Companies.</i>												
8th Nov., 1890	Tarakeshwar . . .	22	5,608	255	22	5,270	240	1,64,313	218	1,60,060	232	...	4,253
25th Oct., 1890	Rohilkhand-Kumaun . . .	...	...	...	...	(b) ...	...	(c) 2,00,208	103	(d) 1,94,373	100	...	5,895
25th ditto	Dibru-Sadiya . . .	...	...	...	...	(b) ...	...	(c) 2,74,256	119	(d) 2,91,027	125	12,771	...
	TOTAL . . .	22	5,608	255	22	5,270	240	6,43,837	125	6,46,460	120	2,623	...
	<i>Native States Lines worked by Companies.</i>												
1st Nov., 1890	The Nizam's Guaranteed State . . .	354	43,759	124	354	34,503	97	13,29,749	122	14,77,886	136	1,48,137	...
8th ditto	The Gackwar's Dabhoi . . .	59	1,979	34	72	3,730	52	78,090	43	1,19,469	58	41,379	...
8th ditto	The Gackwar's Mehsana . . .	27	737	27	27	800	30	31,126	37	27,243	33	...	3,883
8th ditto	The Gackwar's Petlad . . .	...	...	...	13	1,110	85	...	...	(m) 25,021	74	25,021	...
	TOTAL . . .	440	46,475	106	466	40,143	86	14,38,965	106	16,49,619	110	2,10,654	...
	<i>Native States Lines worked by the State.</i>												
8th Nov., 1890	Rajputana-Bhatinda . . .	...	(n) ...	...	108	9,479	88	(n) ...	...	3,05,326	92	3,05,326	...
	<i>Native States Lines.</i>												
8th Nov., 1890	Jodhpore . . .	124	6,515	53	124	5,600	45	1,99,702	53	2,13,114	56	13,412	...
8th ditto	Bhavnagar-Gondal . . .	...	...	...	...	...	...	...	...	...	...	...	...
8th ditto	Junagarh-Porbandar . . .	329	20,015	61	334	22,544	68	7,55,052	90	9,18,038	90	1,62,486	...
8th ditto	Morvi . . .	68	2,892	43	94	5,781	62	1,13,294	54	1,80,700	62	67,400	...
	TOTAL . . .	521	29,422	56	552	33,925	61	10,68,048	75	13,11,854	77	2,43,804	...

- (a) Includes the Dildarnagar-Ghazipur State Railway.
(b) Return not received.
(c) Total receipts from 1st April to 20th October, 1889.
(d) Total receipts from 1st April to 25th October, 1890.
(e) Includes the Asansol-Coikera section of the Bengal-Nagpur Railway worked by the East Indian Railway.
(f) Includes the Sindia and Bhopal-Itarsi State Railways.
(g) Includes the Tirhoot State Railway.
(h) Includes the Amritsar-Pathankot and Rajputana-Bhatinda State Railways.
(i) Includes the Amritsar-Pathankot and Jammu and Kashmir Railways.

- (j) Includes Waiora Colliery.
(k) Includes the Toungoo-Mandalay Railway.
(l) Includes the Dhond-Munmud, Khamsaon and Amjoti State Railways.
(m) Total receipts from 5th May to 1st November, 1890.
(n) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F B. HEBBERT,
Offg. Under-Secretary.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 17th, 1890.

Very quiet weather of the normal anticyclonic character has prevailed throughout the Indian region during the week under review. The barometer has been subject to considerable changes, rising and falling by largish amounts during the week, but the general distribution of pressure has been unaffected, readings remaining steadily high and fairly uniform over North-Western and Central India, and low over the south-west and south-east of the Peninsula and the south of the Bay. There has at the same time been a secondary high pressure area over the Upper Assam Valley. The winds have blown from the directions always associated with anticyclonic conditions. They have been north-westerly and westerly down the Gangetic plain, easterly and north-easterly over the central parts of the country, easterly across the West Coast, and northerly over the Bay area. The force has been light or moderate almost everywhere. The mean temperature of the whole of India has again been below the normal during the week, but the variations from the average have been smaller than during preceding weeks, and in some parts of the country there has been a fairly steady excess. The rainfall has been very light, and in the Carnatic the weather has been much finer than is ordinarily the case. Thus at Madras where the autumnal rains should be falling, the normal fall of the week under review is 4 inches, while the actual fall during the present week was only 0·01 inch. In Northern and Central India the weather has been very fine.

The chart of the 11th showed a large area of high and relatively uniform pressure overlying North-Western and Central India, a small area of relatively high pressure overlying the Upper Assam Valley, and relatively low pressures overlying the west and south-east of the Peninsula and the south of the Bay. Gradients were moderate over the head of the Peninsula on the western side. Numerous calms were reported from North-Western India, but there was a fairly general westerly current down the Gangetic plain, an easterly current on the West coast, and a northerly current over the Bay area. Showers of rain fell, chiefly in thunderstorms, in different parts of the Peninsula, but the whole of Northern and Central India was without rain. On the following day the barometer was falling over North-Eastern India and the central parts of the country, but this change did not affect the general distribution. The winds also were unaltered in direction and force. Light showers were reported from Lower Burma, and thunderstorms had again given scattered rain to the Indian Peninsula. On the 13th the barometer was falling except in the Deccan, but the general conditions were still unchanged. Calms were reported from most of the central stations of India and of the Peninsula, and normal winds from the coast districts. Slight scattered rainfall was again reported from the south of the Peninsula, and a few drops of rain from Tounghoo. On the 14th the barometer was rising everywhere. The increase was greatest in the North-West, so that the barometric difference between the north and south had increased, but otherwise there was no change. The winds were unaltered. Rain had fallen at Sibsagar, in Lower Burma, and in the extreme south of the Indian region. At Trevandrum and Calicut the amount exceeded one inch. On the 15th the barometer was falling except in the extreme south, and the increase in the barometric difference between Northern and Southern India noticed on the preceding day had disappeared. The wind directions continued unchanged. The only rainfall was at Sibsagar, Colombo, and Trevandrum. The chart of the 16th showed that pressure was still rising generally, and that readings were very uniform. Calms and light variable airs prevailed over the greater part of Northern and Central India. Colombo was the only place reporting any rain. On the 17th the barometer was still rising and the distribution of pressure was unaltered. Rain was reported from Quetta and from Madras, Trevandrum, and Colombo.

Temperature.—As mentioned above, the mean temperature of the whole of India has been below the normal average on every day of the week. The variation has, however, been small on most days, and on two occasions was less than 1°. The coolest day was the 16th, the warmest the 13th. In Bengal, the North-Western Provinces, and the Punjab the mean temperature was below the normal throughout; in Guzerat and Central India there were five days, in Sind, Rajputana, and the Central Provinces three days, in Madras and Burma two days, and in Bombay only one day on which the mean temperature was less than usual. Frost was reported from Baluchistan from the 11th to the 16th, and Rawalpindi reported the weather as frosty on the 14th. Throughout the greater part of the week the night temperatures have been below, and the day temperatures above, the normal, but quite at the close of the week the observations showed a rapid rise of the minimum temperatures, more particularly at Quetta.

The following table shows the variations in the mean temperature according to the Provinces for the present and for the past week :—

PROVINCES.	Variation of Temperature from normal for past week.	Variation of Temperature from normal for present week.
	o	o
Burma	—0·9	+0·2
Bengal	—1·1	—1·2
North-Western Provinces	—1·8	—1·3
Punjab	—2·9	—1·7
Bombay	+1·3	+0·5
Central Provinces	+1·6	o
Guzerat and Central India	+0·7	+0·1
Sind and Rajputana	—1·3	+0·4
Madras	+0·3	+0·6

According to this table the changes in the variation from the normal, between the past and the present weeks, have been somewhat irregular.

Rainfall.—The rainfall table at the close of the summary shows that the fall of rain throughout almost the whole of India has been very slight and below the normal average of the week. Over a large part of the country no rain whatever fell during the week. This rainless track included the following regions, Arrakan, East, North, Central, and West Bengal, the whole of the North-Western Provinces and the Punjab, North Bombay, and the whole of Rajputana and Central India. Of the 27 Divisions within which no rain was received, in eight no rain is expected during the week under review, in seventeen the average amount received is less than one-tenth of an inch, and in one is less than one-ninth of an inch. Hence it is only in Arrakan that, within the rainless track, the fall was short by any considerable amount. The region over which rain fell included Burma (except Arrakan), Assam, Orissa, the Central Provinces (except the west), and the whole of the Peninsula. In all, 24 Divisions received rain. Of these, seven, viz., Assam (Bramaputra) Orissa, the Bombay, Deccan, Berar, the Central Provinces (east), the East coast (north), and Madras (south) had more, and the remainder less, than the normal amount.

The greatest excess was in Madras (south); the greatest deficiency was in the Carnatic and Burma. The Carnatic rainfall failed almost entirely, from one-half to one-quarter only of the average rainfall having been received.

The final column of the table shows a considerable deficiency of rain in Tenasserim. Chota Nagpur, the greater part of the North-Western Provinces, the central district of the Punjab, Guzerat, Kattiawar, and Rajputana.

The record of heavy falls shows few amounts of any importance. In Burma the largest total recorded was $\frac{3}{4}$ inch at Pyinmana, and in Assam 1·1 inch at Munguldai (Tezpur). In the Peninsula the falls were rather heavier, thus: Agastuswarom (Travancore) received $3\frac{3}{4}$ inches; Coonoor (Nilgiris) 2·4 inches; Mudebihar (Bijapur) $3\frac{3}{4}$ inches, Sompert (Ganjam) $2\frac{3}{4}$ inches; Ramnad (Madura) $2\frac{1}{2}$ inches; Ambasamudean (Tinnevely) $3\frac{3}{4}$. In the central parts of the country the only large fall was $2\frac{1}{2}$ inches at Pusad (Basim, Berar).

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING NOVEMBER 17TH, 1890.			RAINFALL DATA FROM OCTOBER 4TH TO NOVEMBER 17TH, 1890.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 14th to November 17th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	Tenasserim	0'09	0'24	-0'15	1'91	4'64	- 59
	Lower Burma	0'08	1'07	-0'99	5'15	5'32	- 3
	Central do.	0'02	0'58	-0'56	4'49	3'71	+ 21
	Upper do.	0'06	?	?	3'20	?	?
	Arrakan	0	1'04	-1'04	5'81	5'35	+ 9
BENGAL AND ASSAM	Eastern Bengal	0	0'12	-0'12	3'80	3'28	+ 16
	Assam (Surma)	0'01	0'09	-0'08	2'59	3'47	- 25
	Do. (Bramaputra)	0'38	0'13	+0'25	3'45	2'02	+ 71
	Deltaic Bengal	0	0'01	-0'01	5'88	2'79	+111
	Central do.	0	0	0	4'84	2'45	+ 98
	North do.	0	0'03	-0'03	10'77	2'37	+354
	Orissa	0'06	0'05	+0'01	4'81	4'58	+ 5
	Chota Nagpur	0	0	0	0'85	1'57	- 46
NORTH-WESTERN PROVINCES AND OUDH.	Behar (South)	0	0	0	1'34	1'40	- 4
	Do. (North)	0	0	0	3'20	1'25	+156
	North-Western Provinces (East)	0	0'02	-0'02	0'35	0'82	- 57
	Oudh (South)	0	0	0	0'07	0'33	- 79
	Do. (North)	0	0	0	0'27	0'11	+145
	North-Western Provinces (Central)	0	0'01	-0'01	0'08	0'36	- 78
	North-Western Provinces (West)	0	0	0	0'01	0'03	- 67
	North-Western Provinces (Sub-montane)	0	0'03	-0'03	0'37	0'28	+ 32
PUNJAB	Punjab (South)	0	0	0	0'11	0'08	+ 38
	Do. (Central)	0	0'02	-0'02	0'08	0'18	- 55
	Do. (Sub-montane)	0	0'02	-0'02	0'21	0'03	?
	Do. (Hill Districts)	0	0'06	-0'06	0'29	0'37	- 22
	Do. (North-West)	0	0'07	-0'07	0'53	0'34	+ 56
	Do. (West)	0	0'01	-0'01	0'05	0'04	+ 25
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0'80	1'19	-0'39	8'70	9'14	- 5
	Madras (South Central)	0'26	1'13	-0'87	8'45	8'74	- 3
	Coorg	0'15	0'61	-0'46	6'98	7'65	- 9
	Mysore	0'19	0'41	-0'22	7'18	4'07	+ 76
	Konkan	0'07	0'10	-0'03	1'84	1'84	0
	Bombay—Deccan	0'24	0'15	+0'09	4'23	2'91	+ 45
	Hyderabad (North) Khandeish	0'01	0'10	-0'09	1'89	2'34	- 19
CENTRAL PROVIN- CES AND BERAR.	Berar	0'12	0'08	+0'04	1'60	1'77	- 10
	Central Provinces (West)	0	0'05	-0'05	1'95	0'89	+119
	Do. (Central)	0'03	0'09	-0'06	1'66	0'76	+118
BOMBAY (NORTH).	Do. (East)	0'29	0'05	+0'24	1'13	1'00	+ 13
	Guzerat	0	0'03	-0'03	0'04	0'41	- 90
	Kattiawar	0	0'05	-0'05	0	0'22	-100
RAJPUTANA AND CENTRAL INDIA.	Sind	0	0'02	-0'02	0'11	0'05	+120
	Central India (East)	0	0'02	-0'02	0'03	0'46	- 93
	Rajputana (East), Central India (West)	0	0'02	-0'02	0'51	0'27	+ 89
	Rajputana (West)	0	0'01	-0'01	0	0'10	-100
MADRAS	East Coast (North)	0'44	0'24	+0'20	7'08	6'11	+ 16
	Do. (North) A	0'05	?	?	4'20	?	?
	Hyderabad (South)	0'04	0'08	-0'04	2'07	1'80	+ 15
	Madras (Central)	0'15	0'26	-0'11	4'41	3'49	+ 26
	East Coast (Central) Do. (South)	0'60	1'47	-0'87	7'70	9'82	- 22
	Do. (South)	0'28	1'61	-1'33	8'66	10'21	- 15
	Madras (South)	1'29	0'79	+0'50	10'01	9'08	+ 10

W. L. DALLAS,

SIMLA, dated 20th November, 1890.

Assistant Meteorological Reporter to the
Government of India.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 15th November.*—Rainfall general, good in Vizagapatam, Kistna, Tanjore, Madura, Tinnevely, and Malabar, and slight elsewhere. Standing crops generally good. Rice crop withered in several parts of Malabar. Want of rain felt also in parts of Cuddapah, Chingleput, and Tirnevely. Paddy affected by disease in parts of Godavari. Locusts appeared in parts of Cuddapah, Bellary, North Arcot, and Ganjam, but caused no damage in the first two districts. Outturn of grains generally middling to average. Prices of *cholum* rising; other grains falling.

Bombay.—*For week ending 19th November.*—Rain moderate and sufficient in the Karnatic; slight in Khandeish and Nasik. Standing crops generally good, except where injured by locusts or other causes in a few talukas of seven districts.

Bengal.—*For the week ending 18th November.*—A few light showers fell in Orissa in the beginning of the week. Cold weather has set in, and the rains are practically over. Winter rice is generally in excellent condition except in the flooded tracts as previously reported. The crop is in ear and maturing, and harvesting has begun on high lands. *Rabi* crops are being sown; the earlier sowings are doing well. Poppy cultivation in Behar is proceeding satisfactorily. Tobacco and potatoes are being planted and are generally reported to be promising crops. Sugarcane is also a good crop. Slight damage has been caused to the crops in Dinagepore, Bogra, and Maldah by locusts. Agricultural loans are still being given to the sufferers from the late floods in Jessore. Prices are generally steady, but those of common rice in some districts are reported to have fallen slightly during the week.

North-Western Provinces and Oudh.—*For week ending 19th November.*—Clear and seasonable weather continues. *Rabi* crops are in good condition. Supplies are sufficient, and prices have fallen slightly in a few districts.

Punjab.—*For week ending 19th November.*—No rain. Prices unsettled in Delhi; rising in Rawal Pindi, Shahpur, Dera Ismail Khan and Peshawar; stationary elsewhere. Harvesting of *kharif* crops nearly over. *Rabi* sowings in progress. Rain much wanted in Hissar, Ferozepur and Lahore. Prospects of *rabi* crops are generally reported fair. *Kharif* crop inferior for want of rain in Ferozepur. Fodder sufficient in all districts except in parts of Mooltan. Poppy sowings commenced in Shahpur.

Central Provinces.—*For week ending 19th November.*—Weather clear and cool. The young wheat and linseed crops are doing well. Autumn crops are being harvested and giving good outturns. Cotton-pickings commenced in Khandwa and Nagpur. Prices steady.

Burma.—*For the week ending 15th November.*—The crop prospect is reported to be good in all districts except Mandalay, where the area cultivated will be very small; in Yeu an eight-anna crop is expected; in Katha, Ruby Mines district, Minbu, and parts of Tharrawaddy the crop is reported fair; in Meiktila the crop is fair in parts of the district. The report of destruction by caterpillars in Akyab is contradicted, but paddy has been injured by insects in Pakokku. More rain is required in Pakokku, Minbu, and Yamethin. Reaping of paddy has commenced in Prome, Thayetmyo, Yamethin, and Pyinmana, and is progressing in Akyab, Kyaukpau, Sandoway, Pegu, Tharrawaddy, Ruby Mines district, and Yeu. In Sagaing picking of cotton is going on. Ploughing and transplanting are progressing in Mandalay, and wheat cultivation in Katha. In Bhamo

sowing for dry weather crop has commenced. The price of paddy has risen in Henzada, and fallen in Rangoon, Tharrawaddy, Thongwa, Sagaing, and Magwe.

Assam.—*For week ending 19th November.*—Weather seasonable. Prospects of rice crop good. Sowing of mustard continues.

Mysore and Coorg.—*For week ending 19th November.*—In Mysore slight rain. Crops and prospects good. *Ragi* harvest in parts of Bangalore district. Outturn favourable. Prices slightly fallen in the Bangalore district. Slight rain in Coorg.

Berar and Hyderabad.—In Berar there was very little rain. Weather cold. Cotton-picking continues. Standing *kharif* and *rabi* crops in good condition. Fodder sufficient. Prices almost stationary.

Rainfall slight. Harvesting of *abi* and *kharif* crops continues. Rainfall of week somewhat injurious to *abi*, but beneficial to *rabi* crops. Prices:—wheat 12½, coarse rice 11½, white juar 18, yellow juar 19, and tur 18½ seers per current sicca rupee.

Central India.—*For week ending 19th November.*—Condition of standing crops in Isagarh district of Gwalior reported indifferent. No other changes of importance since last week.

Rajputana.—*For week ending 19th November.*—Agricultural operations and standing crops generally satisfactory. Harvests indifferent at Bikanir, Kishengurh, Ajmere, and Harowti. Pasturage or fodder sufficient except at Meywar, Marwar, and Ajmere where it is scarce. Price steady generally, and fluctuating at places.

Nepal.—*For week ending 13th November.*—No rain. Weather clear. *Kadd* is being harvested. Outturn good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 22nd November.*—No rainfall in twelve districts; rain very slight in Vizagapatam, Kurnool, Chingleput, and six southern districts. Standing crops generally good. Rice crop withered in parts of Malabar, Nellore, and Cuddapah, and dry crops in parts of Chingleput, South Arcot, and Tinnevely withering. Want of rain felt in these districts, and in Salem and South Canara. Cotton crop diseased in Bellary, and white *cholum* in Kurnool. Dry crops affected by insects in Coimbatore, and coffee by leaf disease in the Nilgiris. Locusts appeared in parts of Cuddapah, Bellary, Anantapur, and North Arcot, but caused no great damage. Outturn of grains middling to average. Prices:—Rice and *ragi* falling; other grains stationary. General prospects fair.

Bombay.—*For week ending 26th November.*—Reaping of early and sowing of late crops progressing. Standing crops withering in parts of two, and damaged by locusts or other insects in parts of three districts; otherwise good.

Bengal.—*For week ending 25th November.*—No rain during the week. Weather dry and gradually becoming cold. Agricultural prospects are very favourable all over the province. Winter rice has begun to be harvested, and promises, with the exception of the flooded areas, to yield a good average, and in some districts more than an average outturn. *Rabi* crops are still being sown,

and the earlier sowings are doing well. In Behar poppy is promising, and the sowings are nearly finished. The tobacco, sugarcane, and ganja crops are reported to be good. A flight of locusts passed over a portion of Bankoora, 24-Pergunnahs, and Furreedpore, destroying to some extent the young *rabi* plants in the first two districts. The extent of damage in Furreedpore has not yet been ascertained. Price of rice is falling in some districts. In Jessore agricultural loans are still being given to the sufferers from the recent floods.

North-Western Provinces and Oudh.—*For week ending 26th November.*—Weather seasonable. Rain needed in the Banda district. *Rabi* crops flourishing. Supplies ample, and prices generally steady.

Punjab.—*For week ending 26th November.*—Slight rain has fallen in Amritsar, Dera Ismail Khan, and Peshawar. The weather is cloudy, and is raining in Lahore. Prices unsettled in Delhi; rising in Shahpur and Dera Ismail Khan; stationary elsewhere. Harvesting of *kharif* crops nearly over. *Rabi* sowings in progress. Rain much wanted in Hissar, Jullundur, Lahore, and Shahpur. Prospects of standing crops are generally reported good so far. Sugarcane-pressing commenced. Fodder sufficient in all districts except in parts of Mooltan.

Burma.—*For week ending 22nd November.*—Reaping of paddy has commenced in Prome, Henzada, Thayetmyo, Shwegyin, and Kyaukse, and continues in Akyab, Sandoway, Tharrawaddy, Ruby Mines, Yeu, Yamethin, and Pyinmana. In Kyaukpyu reaping of crops on hill clearings is nearly finished. In Mandalay ploughing and transplanting are going on, while dry weather cultivation in Bhamo and wheat cultivation in Katha are progressing. In Sagaing cotton is being plucked early. Paddy is reaped in parts of Pakokku, and ploughing and sowing of gram and peas has commenced in Meiktila. Crop prospects are generally good, and have improved in Northern Tharrawaddy. In Mandalay the area cultivated will be very small, and in parts of Katha and Pakokku and in Shwebo the crop is expected to be below the average. In Meiktila, except paddy, crops are fair. Rain is wanted in Pakokku and parts of Minbu. The price of paddy has risen in Rangoon and Magwe, and fallen in Tharrawaddy, Bassein, Thayetmyo, Mandalay, Ruby Mines district, Kyaukse, and Meiktila.

Central Provinces.—*For week ending 26th November.*—Weather clear and cool. Condition of the winter crops remains unaltered. Cotton-picking commenced in Jabalpur, and continues in Nagpur. Prices steady, except in Raipur where they are rising.

Assam.—*For week ending 27th November.*—Weather seasonable. *Sali* being reaped, and mustard being sown.

Mysore and Coorg.—*For week ending 26th November.*—In Mysore standing crops in good condition. Harvesting operations in progress. Prospects generally favourable. Prices fallen in the Bangalore district.

No rain in Coorg during the week.

Berar and Hyderabad.—*For week ending 26th November.*—Weather cold. Standing *kharif* and *rabi* crops in good condition. Harvesting of rice, *urud*, and *til* in progress. Cotton-picking continues. Fodder sufficient. Slight fall in prices in Buldana and Amraoti districts.

No rain in Hyderabad during the week. Harvesting of *kharif* and sowing of *rabi* crops concluded. Reaping of *abi* crops continues. Prices stationary.

Central India.—*For week ending 26th November.*—Slight winter showers in the Bhopawar Agency during the week, where prices of food-grains have fallen slightly. No other material changes since the last report.

Rajputana.—*For week ending 26th November.*—Agricultural operations and standing crops generally satisfactory. Harvests indifferent at Marwar, Harowtee, and Bikaner. Fodder scarce at Marwar, Meywar, Ajmere, and Kishengurh; sufficient elsewhere. Prices steady generally.

Nepal.—No rain. Weather cold and partially cloudy. Land is being prepared for wheat sowing.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

REVISED ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF
CALCUTTA DURING THE MONTH OF AUGUST, 1890.

No. 1.—As to Age and Sex.

	SURINAM.				DEMERARA.				TRINIDAD.				TOTAL.		GRAND TOTAL.
	Male.	Female.	TOTAL.	Proportion of women to men.	Male.	Female.	TOTAL.	Proportion of women to men.	Male.	Female.	TOTAL.	Proportion of women to men.	Male.	Female.	
Under 2 years . . .	12	17	29	58	13	17	30	56	18	20	38	53	43	54	97
From 2 to 10 years . .	28	27	55	50	27	35	62	56	77	67	144	46	132	129	261
" 10 to 20 " . . .	57	23	80	39	60	50	110	45	158	75	233	32	284	148	432
" 20 to 30 " . . .	261	105	366	29	189	85	274	28	338	128	466	27	788	318	1,106
" 30 to 40 " . . .	69	24	93	74	60	28	88	85	144	44	188	30	273	96	369
" 40 to 50 " . . .	7	3	10	75	...	...	...	...	1	...	1	...	8	3	11
Above 50 years . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL . . .	434	199	633	39	358	215	573	31	736	334	1,070	38	1,528	748	2,276

No. 2.—As to places whence Emigrants came to Calcutta for embarkation.

Orissa . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal . . .	1	...	1	...	...	...	...	...	10	4	14	...	11	4	15
Central " . . .	1	...	1	...	...	...	...	...	1	...	1	...	2	...	2
Eastern " . . .	1	...	1	...	...	...	...	...	4	1	5	...	5	1	6
Behar . . .	159	74	233	...	38	26	64	...	120	52	172	...	317	152	469
North-Western Provinces . . .	220	106	326	...	228	132	360	...	450	219	669	...	898	457	1,355
Oudh . . .	44	16	60	...	87	56	143	...	139	56	195	...	270	128	398
Central India . . .	...	...	...	...	...	...	...	...	3	2	5	...	3	2	5
Punjab . . .	1	...	1	...	...	...	...	...	5	...	5	...	6	...	6
Nepal and Native States . . .	7	3	10	...	4	...	4	...	4	...	4	...	15	3	18
Mixed Bombay and Madras . . .	...	...	...	...	1	1	2	...	...	...	...	...	1	1	2
GRAND TOTAL . . .	434	199	633	...	358	215	573	...	736	334	1,070	...	1,528	748	2,276

No. 3.—As to Caste and Religion.

Brahmins and high castes . . .	66	23	89	...	21	14	35	...	82	35	117	...	169	72	241
Agriculturists . . .	130	61	191	...	122	70	192	...	198	89	287	...	450	220	670
Artisans . . .	21	10	31	...	16	7	23	...	44	19	63	...	81	36	117
Low castes . . .	149	66	215	...	145	85	230	...	302	137	439	...	596	288	884
Musulmans . . .	66	39	105	...	44	34	78	...	103	50	153	...	213	123	336
Christians . . .	2	...	2	...	10	5	15	...	7	4	11	...	19	9	28
GRAND TOTAL . . .	434	199	633	...	358	215	573	...	736	334	1,070	...	1,528	748	2,276

MEMORANDUM.	Male.	Female.	TOTAL.
1. Hindus . . .	1,296	616	1,912
2. Musulmans . . .	213	123	336
3. Christians . . .	19	9	28
TOTAL . . .	1,528	748	2,276

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

**ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA
DURING THE MONTH OF SEPTEMBER 1890.**

No. 1.—As to Age and Sex.

	DEMERARA.				TRINIDAD.				TOTAL.		GRAND TOTAL.
	Male.	Female.	TOTAL.	Proportion of women to men.	Male.	Female.	TOTAL.	Proportion of women to men.	Male.	Female.	
Under 2 years . . .	9	17	26	39·11 women per every 100 men.	16	6	22	46·86 women per every 100 men.	25	23	48
From 2 to 10 years . . .	64	49	113		43	49	92		107	98	205
" 10 to 20 " . . .	142	46	188		102	38	140		244	84	328
" 20 to 30 " . . .	409	154	563		192	88	280		601	242	843
" 30 to 40 " . . .	123	63	186		73	45	118		196	108	304
" 40 to 50 " . . .	1	1	2		...	1	1		1	2	3
Above 50 years . . .	...	...	...		...	...	...		...	...	...
GRAND TOTAL .	748	330	1,078	...	426	227	653	...	1,174	557	1,731

No. 2.—As to places whence Emigrants came to Calcutta for Embarkation.

Orissa . . .	...	...	...	...	...	...	...	...	...	...	...
Western Bengal . . .	...	...	...	...	...	...	...	...	...	...	...
Central " . . .	...	...	...	...	...	...	...	...	...	...	...
Eastern " . . .	...	...	...	...	...	...	...	...	...	...	...
Behar . . .	46	26	72	...	38	23	61	...	84	49	133
North-Western Provinces . . .	492	221	713	...	296	148	444	...	788	369	1,157
Oudh . . .	193	76	269	...	91	56	147	...	284	132	416
Central India . . .	...	...	...	...	...	...	...	...	...	...	...
Punjab . . .	1	...	1	...	1	...	1	...	2	...	2
Nepal and Native States . . .	16	5	21	...	...	...	...	...	16	5	21
Mixed Bombay and Madras . . .	...	2	2	...	...	...	...	...	...	2	2
GRAND TOTAL .	748	330	1,078	...	426	227	653	...	1,174	557	1,731

No. 3.—As to Caste and Religion.

Brahmins and high castes . . .	65	27	92	...	40	18	58	...	105	45	150
Agriculturists . . .	202	91	293	...	128	65	193	...	330	156	486
Artisans . . .	42	16	58	...	26	13	39	...	68	29	97
Low castes . . .	329	138	467	...	173	93	266	...	502	231	733
Musulmans . . .	110	58	168	...	59	38	97	...	169	96	265
Christians . . .	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL .	748	330	1,078	...	426	227	653	...	1,174	557	1,731

MEMORANDUM.	Male.	Female.	TOTAL.
1. Hindus . . .	1,005	461	1,466
2. Musulmans . . .	169	96	265
3 Christians . . .	...	...	...
TOTAL .	1,174	557	1,731

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

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The Gazette of India.

EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

CALCUTTA, THURSDAY, DECEMBER 18, 1890.

HOME DEPARTMENT.

NOTIFICATION.

ESTABLISHMENTS.

Calcutta, the 18th December 1890.

No. 666.

A VACANCY having occurred in the office of an Ordinary Member of the Council of the Governor General of India by the appointment of the Honourable Sir Charles Alfred Elliott, K.C.S.I., to the office of Lieutenant-Governor of Bengal, Her Majesty the Queen, Empress of India, has been graciously pleased to appoint SIR CHARLES HAUKES TODD CROSTHWAITE, K.C.S.I., of the Indian Civil Service, Chief Commissioner of Burma, to be an Ordinary Member of the Council of the Governor General of India. Sir Charles Crosthwaite took upon himself the execution of his office this day under the usual salute.

C. J. LYALL,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 51.] CALCUTTA, SATURDAY, DECEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.—Government of India Notifications, Appointments, Promotions, Leave of Absence, General Orders, Rules and Regulations.

PART II.—Notifications by High Court, Comptroller General, Administrator General, Paper Currency Department, Presidency Pay Master, Money Order Department, Mint Master, Secretary and Treasurer Bank of Bengal, Superintendent of Government Printing, and other Government Officers; Postal, Telegraph, and Commissariat Notices.

PART III.—Advertisements and Notices by private individuals and Corporations.

PART IV.—Bills introduced into the Council of the Governor-General of India for making Laws and Regulations, or Reports of Select Committees presented to the Council:—

A Bill to amend the Indian Merchant Shipping Act, 1880.

A Bill to amend Act X of 1841.

PART VI.—Abstract of the Proceedings of the Council of the Governor-General of India assembled for the purpose of making Laws and Regulations:—

Merchant Shipping Act, 1880. Amendment Bill.

Act X of 1841. Amendment Bill.

SUPPLEMENT No. 32.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

Fort William, the 19th December, 1890.

No. 29.—His Excellency the Governor-General, under the authority vested in him by the Statute 24 and 25 Vict., Cap. 67, section 10, has been pleased to nominate Mr. John Nugent, of the Bombay Civil Service, to be an Additional Member of the Council of the Governor-General for the purpose of making Laws and Regulations.

S. HARVEY JAMES,

Secretary to the Government of India.

HOME DEPARTMENT.

NOTIFICATIONS—ESTABLISHMENTS.

Calcutta, the 15th December, 1890.

No. 646.—Mr. F. J. G. Campbell has been permitted to resign Her Majesty's Indian Civil Service, with effect from the 4th October, 1890.

No. 651.—Mr. W. V. G. Tayler has been permitted to resign Her Majesty's Indian Civil Service, with effect from the 7th November, 1890.

The 17th December, 1890.

No. 658.—Mr. F. Henvey is permitted to resign Her Majesty's Indian Civil Service, with effect from the 3rd January, 1891, or the subsequent date on which he may sail from India.

The 18th December, 1890.

No. 666.—A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor-General of India by the appointment of the Honourable Sir Charles Alfred Elliott, K.C.S.I., to the office of Lieutenant-Governor of Bengal, Her Majesty the Queen, Empress of India, has been graciously pleased to appoint Sir Charles Haukes Todd Crosthwaite, K.C.S.I., of the Indian Civil Service, Chief Commissioner of Burma, to be an Ordinary Member of the Council of the Governor-General of India. Sir Charles Crosthwaite took upon himself the execution of his office this day under the usual salute.

No. 667.—The services of the Honourable R. J. Crosthwaite, C.S.I., Judicial Commissioner

of the Central Provinces, and Additional Member of the Council of the Governor-General for making Laws and Regulations, are placed at the disposal of the Foreign Department.

The 19th December, 1890.

No. 672.—Mr. A. Mackenzie, C.S.I., of the Indian Civil Service, received charge of the Office of the Chief Commissioner of Burma from Sir C. H. T. Crosthwaite, K.C.S.I., of the Indian Civil Service, on the forenoon of the 10th instant.

ECCLESIASTICAL.

The 19th December, 1890.

No. 381.—The services of the Reverend J. P. Dyer, Chaplain of Dagshai, are replaced at the disposal of the Chief Commissioner of Burma, with effect from the 1st January, 1891, or any subsequent date on which he may be relieved of his duties.

No. 382.—The services of the Reverend A. H. Finn, a Junior Chaplain on the Burma Ecclesiastical Establishment, are placed at the disposal of the Government of the Punjab from the date on which he may take over charge from the Reverend J. P. Dyer at Dagshai.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.—SURVEYS.

Calcutta, the 17th December, 1890.

No. 1574—52-19-S.—The following transfers from the Forest to the Survey of India Department have been made, with effect from the 24th October, 1890:—

Mr. W. H. Reynolds, Deputy Conservator, 2nd grade, in the Punjab, and Superintendent of Forest Surveys, to rank as a Deputy

Superintendent of the 4th grade, in the Survey of India Department.

Mr. E. F. Litchfield, Deputy Conservator, 4th grade, North-Western Provinces and Oudh, to rank as Assistant Superintendent of the 2nd grade, in the Survey of India Department.

FORESTS.

The 19th December, 1890.

No. 1041-F.—Consequent on the retirement from the service of Mr. W. R. J. Brereton, Deputy Conservator of Forests, 1st grade, North-Western Provinces and Oudh, Colonel J. E. Campbell, B.S.C., Deputy Conservator, 2nd grade, North-Western Provinces and Oudh (on furlough), is promoted to the 1st grade of Deputy Conservators, with effect from the 18th November, 1890.

No. 1043-F.—With reference to the Notification of this Department, No. 581-F., dated the 17th October last, Mr. T. H. Aplin, Officiating 1st grade Deputy Conservator of Forests, Burma, reverted to his substantive appointment of Deputy Conservator, 2nd grade, on 24th November, 1890, the date of return from privilege leave of Mr. J. Nisbet, Officiating 1st grade Deputy Conservator, Burma.

No. 1045-F.—With reference to the Notification of this Department, No. 878-F., dated the 16th October last, Mr. A. E. Wild, Officiating Conservator of Forests, 3rd grade, Punjab, reverted to his substantive appointment of Deputy Conservator, 1st grade, on 11th December, 1890, the date of return from privilege leave of Mr. R. H. C. Whittall, Conservator, 3rd (Officiating 2nd) grade.

Mr. E. McA. Moir, Deputy Conservator, 2nd grade, North-Western Provinces and Oudh, officiated in the 1st grade of Deputy Conservators, *vice* Mr. Wild, from 11th October to 10th December, 1890, both dates inclusive.

E. C. BUCK,

Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 16th December, 1890.

No. 4282-I.—His Excellency the Viceroy and Governor-General is pleased to recognise the claims to titles and honorary distinctions of the undermentioned Zamindars and other Native Gentlemen of the Presidency of Fort St. George:—

Names.	Titles.				
<i>Eastern Districts.</i>					
Maharaja Mirza Sir Pusapati Ananda Gujapati					
Raz Mani Sultan Bahadur Garu, K.C.I.E., Zamindar of Vizianagram	Raja	.	.	.	Hereditary.
Sri Vikrama Deva Garu, Zamindar of Jaipur .	Raja	.	.	.	„
Raja Sir Velugoti Sri Rajagopala Krishna Ya- chendra, K.C.I.E., Panch Hazar Mansabdar, Zamindar of Venkatagiri	Raja	.	.	.	„
Raja Damara Kumara Maddu Venkatappa Nayu- du, Zamindar of Kalahasti	Raja	.	.	.	„
Raja Gangadhar Rama Rao, Zamindar of Pitha- pur	Raja	.	.	.	„

Names.	Titles.
<i>Eastern Districts—continued.</i>	
Kumara Venkata Perumal Raz, Bomma Raz, Zamindar of Karvetnagar	Raja Hereditary.
Raja Venkata Svetachalapati Ranga Rao, Zamindar of Bobbili	Raja "
Vasireddi Bhavani Muktesvara Prasada Nayudu, Zamindar of Chintalaputi and Kollur	Mani Sultan (restricted to male holders). "
<i>Malabar District.</i>	
Maharaja Mana Vikrama Bahadur, Zamorin of Calicut	Raja "
Kerala Varma Raja, Valiya Raja of Chirakkal	Raja "
Mana Varma Raja, Valiya Raja of Kadattanad or Porralatiri	Raja "
Pulukkallitathil Chattu Acehan, Valiya Raja of Palghat	Raja "
Rama Varma Raja, Valiya Raja of Walluvanad	Raja "
Kerala Varma Raja, Valiya Raja of Kottayam	Raja "
Vira Varma Raja, Valiya Raja of Kurambranad	Raja "
Raja Raja Varma Raja, Valiya Raja of Purappanad	Raja "
Rama Varma Raja, Valiya Raja of Beypur	Raja "
Musa, Ali Raja, of Cannanore	Raja (Bibi for female holders) "
<i>Relations and Dependants of the late Titular Nawabs of the Carnatic.</i>	
Her Highness Khair-un-nisa Begam (Madras)	Nawab For life.
Ahmud-un-nisa Begam (Madras)	Nawab "
Ghausia Begam (Madras)	Nawab "
Ali Ahmad (Madras)	Khan Bahadur, Iktidar Jang, Afsar-ud-daula, Rafat-ul-mulk "
Haji Ghulam Mahmud (Madras)	Khan Bahadur, Muhtasib Jang, Mustafi-ud-daula, Sharf-ul-mulk "
Abdul Latif Agha Janhar (Arabia)	Khan Bahadur, Asad Jang, Said-ud-daula "
Haji Ghulam Muhammad (Madras)	Khan Bahadur, Ghalib Jang, Sharf-ud-daula "
Muhammad Sibghatullah (Madras)	Khan Bahadur, Ihtisham Jang, Ihtisham-ud-daula "
Kadir Husain (Madras)	Khan Bahadur, Ausif Jang, Itimad-ud-daula "
Ghulam Sultan Muhi-ud din (Madras)	Khan Bahadur, Intizam Jang, Aziz-ud-daula "
Ghulam Ahmad (Madras)	Khan Bahadur, Kasim Jang "
Ghulam Nabi Ali (Madras)	Khan Bahadur, Nasir Jang "
Mir Raza Ali (Hyderabad)	Khan Bahadur, Yaktaz Jang "
Muhammad Rausban Ali (Madras)	Khan Bahadur, Firoz Jang "
Nizam-ud-din Ahmad (Madras)	Khan Bahadur, Munfiz Jang "
Abu Said (Madras)	Khan Bahadur "
Ghulam Ali (Madras)	Khan Bahadur "
Haji Abdul Wahab (Madras)	Khan Bahadur "
Haji Muhammad Ghaus (Madras)	Khan Bahadur "
Muhammad Abdur Rahman (Madras)	Khan Bahadur "
Muhammad Zakir Ali (Madras)	Khan Bahadur "
Kadir Muhi-ud-din (Madras)	Khan Bahadur "
Raza Husain (Madras)	Khan Bahadur "
Saiyid Abdul Kadir (Madras)	Khan Bahadur "
Saiyid Muhammad Hamidulla (Hyderabad)	Khan Bahadur "
Saiyid Muhammad Ishak (Madras)	Khan Bahadur "
Aziz ud-din (Madras)	Khan "
Ghulam Ahmadullah (Madras)	Khan "
Ghulam Jilani (Madras)	Khan "
Ghulam Mahmud (Madras)	Khan "
Ghulam Muhi-ud-din (Madras)	Khan "
Hafiz Abdul Kadir (Madras)	Khan "
Mir Ghazanfar Ali (Madras)	Khan "
Mir Tipu Husain (Madras)	Khan "
Muhammad Siddik Husain (Madras)	Khan "
Kadir Husain (Madras)	Khan "
Ishwar Das (Madras)	Rai Bahadur, Raja Dayawant "
Sriman Ramanuja Muni Pillai (Madras)	Bahadur, Raja Karanwant "
Debi Parshad (Hyderabad)	Rai "
Kastur Chand (Jaipur)	Seth "

The 17th December, 1890.

No. 1938-G.—Lieutenant S. F. Bayley, Bengal Staff Corps, Officiating Political Assistant of the 3rd class, is posted as Assistant to the Governor-General's Agent in Rajputana, with effect from the date of assuming charge.

No. 4284-I.—The Governor-General in Council is pleased to apply the provisions, so far as they may be suitable, of Act VIII of 1890 (the Guardians and Wards Act, 1890) to the Hyderabad Assigned Districts, subject to the following modifications :—

(a) For section 1, sub-sections (2) and (3), the following shall be substituted :—

" (2) It extends to the Hyderabad Assigned Districts; and

(3) It shall come into force on the first day of January, 1891."

(b) For "British India," in section 11, "the Hyderabad Assigned Districts" shall be substituted.

(c) References to a Local Government shall be construed as applying to the Resident at Hyderabad.

II.—The following Notifications of the Government of India are hereby cancelled, with effect from the 1st January, 1891 :—

Foreign Department Notification, No. 212-J., dated the 24th October, 1873, in so far as it relates to Act XL of 1858 (Minors).

Home Department Notification, No. 618 (Judicial), dated the 15th May, 1878.

No. 4285-I.—The Governor-General in Council is pleased to apply the provisions, so far as they may be suitable, of Act VIII of 1890 (the Guardians and Wards Act, 1890) to the Cantonment of Secunderabad, subject to the following modifications :—

(a) For section 1, sub-sections (2) and (3), the following shall be substituted :—

" (2) It extends to the Cantonment of Secunderabad; and

(3) It shall come into force on the first day of January, 1891."

(b) For "British India," in section 11, "the Cantonment of Secunderabad" shall be substituted.

(c) References to a Local Government shall be construed as applying to the Resident at Hyderabad.

II.—The following Notification of the Government of India in the Foreign Department, is hereby cancelled, with effect from the 1st January, 1891 :—

No. 213-J., dated the 24th October, 1873, in so far as it relates to Act XL of 1858 (Minors).

The 18th December, 1890.

No. 4308-I.—Whereas the Rulers of the States, mentioned in the margin,

Wadhwan.
Lukhtar.
Bajana.
Patri.
Baroda.
Palanpur.
Ulwar.
Bhartpur.
Jaipur.
Kishengarh.
Marwar.
Sirohi.
Meywar.

Tonk.
Indore.
Gwalior.
Dhar.
Rutlam.
Jaora.
Sailana.
Nabha.
Pataudi.
Furidkot.
Patina.
Jhind.
Dujana.

have ceded to the British Government full jurisdiction within the lands which lie within their respective States, and are occupied, or may hereafter be occupied, by the Bombay, Baroda and Central India Railway, and by the Rajputana-Malwa Railway system (including the Holkar State Railway, the Sindhia-Nee-

much State Railway, the Neemuch-Nasirabad State Railway, the Rajputana State Railway, the Western Rajputana State Railway, and the Rewari-Ferozepur State Railway, but excluding the Cawnpore-Achnera Railway), respectively (including the lands occupied by stations, out-buildings and for other railway purposes) :—

In exercise of this jurisdiction and of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act, XXI of 1879, and of all other powers enabling him in this behalf, the Governor-General in Council is pleased to direct that the Police Act, III of 1888, shall be in force throughout the lands aforesaid.

This notification supersedes the notification of the Government of India in the Foreign Department, No. 1334-I., dated the 29th March 1889.

W. J. CUNINGHAM,

Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

Calcutta, the 19th December, 1890.

No. 5911.—Monthly Preliminary Statement of Receipts and Payments at Civil Treasuries in India.

November 1890.

(Lakhs of Rupees.)

	IN NOVEMBER.		TO END OF NOVEMBER.		WHOLE YEAR.	
	1890-91.	1889-90.	1890-91.	1889-90.	Budget, 1890-91.	Actuals, Preliminary, 1889-90.
[For the explanation of these heads, see <i>Gazette of India</i> , dated 22nd December 1883, Part I, page 497.]						
Civil Revenue.						
Land Revenue (including Land Revenue due to Irrigation)	74	1,04	9,90	10,14	24,56	24,68
Opium	71	80	5,32	6,00	8,20	8,59
Salt	68	75	5,59	5,41	8,23	8,19
Stamps	27	35	2,60	2,65	4,04	4,09
Excise	37	38	3,20	3,19	4,85	4,89
Provincial Rates	23	24	1,74	1,68	3,35	3,46
Customs	11	10	1,04	89	1,56	1,50
Assessed Taxes	12	12	1,09	1,08	1,44	1,48
Forest (Madras and Bombay only)	4	4	25	23	50	46
Registration	3	3	25	24	35	35
Tributes from Native States	2	3	29	30	78	77
Other Civil Revenue	24	25	2,09	2,11	3,48	3,32
TOTAL CIVIL REVENUE DIRECTLY BROUGHT TO ACCOUNT:						
GROSS	3,56	4,13	33,42	33,92	61,34	61,78
Civil Expenditure.						
Interest on Ordinary Debt and that on Railways and Irrigation Works	— 59	— 50	— 3,18	— 3,05	— 4,20	— 4,15
Opium	— 1	— 2	— 1,96	— 1,42	— 2,30	— 1,61
Other Civil Expenditure	— 1,69	— 1,73	— 14,23	— 14,01	— 24,08	— 22,52
TOTAL CIVIL EXPENDITURE DIRECTLY BROUGHT TO ACCOUNT:						
GROSS	— 2,29	— 2,25	— 19,37	— 18,48	— 30,58	— 28,28
Receipts into Civil Treasuries from, and issues from those Treasuries to, the following Non-Civil Departments.						
[The figures comprising Revenue, Expenditure, and Debt and Remittance transactions.]						
Post Office (Net : + Receipts more, — Receipts less, than issues)	+ 5	...	+ 41	+ 7	+ 47	...
Forest, Marine (Net as above)	+ 3	+ 3	+ 13	+ 15	+ 14	+ 25
Guaranteed and Subsidized Railways (Net as above)	+ 23	+ 30	+ 2,31	+ 2,43	+ 4,16	+ 4,15
Do. Repayment of surplus profits, &c.	— 6	— 5	— 47	— 43	— 54	— 45
Military Receipts	+ 3	+ 5	+ 31	+ 40	+ 85	+ 63
Military Issues	— 1,14	— 1,30	— 9,16	— 9,16	— 14,29	— 14,31
Telegraph Receipts	+ 4	+ 6	+ 38	+ 39	...	...
Do. Issues	— 4	— 6	— 40	— 41	...	— 3
Public Works Department—						
State Railways Receipts	+ 75	+ 81	+ 5,79	+ 5,81	+ 83	+ 8,06
Issues	— 51	— 59	— 5,00	— 5,25	...	— 8,03
East Indian Railway Receipts	+ 32	+ 32	+ 2,41	+ 2,54	+ 2,84	+ 3,02
Issues	— 15	— 17	— 86	— 1,02	...	— 1,44
Ordinary Branches Receipts	+ 8	+ 10	+ 1,28	+ 1,14	— 5,52	+ 2,08
Issues	— 49	— 50	— 4,51	— 4,40	...	— 7,26
TOTAL NON-CIVIL DEPARTMENTS	— 86	— 94	— 7,38	— 7,74	— 11,06	— 11,53
Civil Debt and Remittance Transactions.						
Permanent Debt and Special Loans (Net : + Receipts more, — Receipts less, than payments)	...	— 2	...	+ 1,91	— 4	+ 1,88
Mint Certificates and Bullion Advances (Net as above)	— 18	+ 4	— 24	— 4	— 20	+ 6
Exchange on Remittance Accounts	— 32	— 38	— 2,76	— 4,39	— 6,16	— 6,44
Council Bills paid (including Telegraphic) at Rs 10 per £	— 32	— 97	— 8,39	— 9,31	— 14,89	— 15,07
Other Debt heads (Net as above)	— 6	+ 6	— 36	— 17	+ 9	— 35
TOTAL DEBT AND REMITTANCE TRANSACTIONS	— 88	— 1,27	— 11,75	— 12,00	— 21,20	— 20,52
GRAND TOTAL RECEIPTS AND ISSUES	— 47	— 33	— 5,08	— 4,30	— 1,50	+ 1,45
Opening Cash Balance in Treasuries and Presidency Banks	10,14	9,34	14,75	13,31	14,60	13,30
Closing Cash Balance in Treasuries and Presidency Banks	9,67	9,01	9,67	9,01	13,10	14,75

ACCOUNTS AND FINANCE. PAPER CURRENCY.

The 19th December, 1890.

No. 5900.—With reference to Sections 19 and 20 of the Indian Paper Currency Act, 1882, as amended by Act XV of 1890, it is notified that, with the consent of the Secretary of State for India, the Governor-General in Council fixes 70 millions of rupees as the amount of the coin and bullion received for currency notes which need not be retained and secured as a reserve to pay such notes.

SEPARATE REVENUE, POST OFFICE.

The 19th December, 1890.

REDUCTION OF LETTER POSTAGE TO THE UNITED KINGDOM.

No. 5907.—In exercise of the power conferred by Section 21 of the Indian Post Office Act, XIV of 1866, and in modification of all existing notifications conflicting herewith, the Governor-General in Council directs that the rate of postage on letters sent through the Post on and after the 1st day of January, 1891, from British India to any part of the United Kingdom, shall be *two and a half annas* for every half ounce or fraction of half an ounce in weight

REDUCTION OF LETTER POSTAGE TO AND FROM ADEN.

No. 5908.—In exercise of the power conferred by Section 22 of the Indian Post Office Act, XIV of 1866, and in modification of all existing notifications conflicting herewith, the Governor-General in Council has fixed the rate of postage to be levied on letters transmitted by post on and after the 1st day of January, 1891, between Aden and any other part of British India, in either direction, at *two and a half annas* for every half ounce or fraction of half an ounce in weight.

SEPARATE REVENUE. STAMPS.

The 19th December, 1890.

No. 5881.—In exercise of the power conferred by Section 9 of the Indian Stamp Act, I of 1879, the Governor-General in Council is pleased to make the following rule in supersession of Rule 11 (a) of the rules promulgated by Financial Notification No. 1288, dated the 3rd March, 1882 :—

"11 (a).—The payment of duty on instruments (other than instruments which, under Section 10 of the said Act, may be stamped with adhesive stamps) executed out of British India, and requiring to be stamped after their receipt in British India, shall be indicated only by impressed labels."

E. J. SINKINSON,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 19th December, 1890.

ORGANIZATION.

NATIVE ARMY.

No. 1110.—With the sanction of the Right Hon'ble the Secretary of State for India, the Governor-General in Council directs that the changes detailed below be made in regard to the corps named, with effect from the 1st January, 1891, or such subsequent dates as may be practicable :—

- I.—The 33rd Regiment of Bengal Infantry, as at present constituted, will be mustered out at Delhi, and to replace it, a regiment of Punjabi Mahomedans, to be styled "THE 33RD (PUNJAB) REGIMENT OF BENGAL INFANTRY," will be formed at Jhelum. The nucleus of the new regiment will primarily be formed from carefully selected volunteers from the 21st, 24th and 28th Regiments of Bengal Infantry, and from the Cis-Indus Punjabi Mahomedans now serving in the various Hindustani regiments; but, where specially recommended, men from other Punjabi regiments will also be eligible for transfer. The regiment will be completed by Punjabi Mahomedan recruits drawn from the neighbourhood of the Indus, from the Salt Range, and from the Rawal Pindi District.
- II.—The 38th Regiment of Bengal Infantry, as at present constituted, will be mustered out at Lucknow, and to replace it, a regiment of Dogras, to be styled "THE 38TH (DOGRA) REGIMENT OF BENGAL INFANTRY," will be formed at Sialkot. The nucleus of the new regiment will be formed from carefully selected volunteers from the Dogras now serving in Hindustani regiments, from the Dogra company of the 1st Punjab Infantry (now under reduction to make room for Afridis), and from the Dogra company of the 22nd Bengal Infantry.
- III.—The 39th Regiment of Bengal Infantry, as at present constituted, will be mustered out at Jhansi and to replace it, a regiment of Garhwalis, to be styled "THE 39TH (GARHWALI) REGIMENT OF BENGAL INFANTRY," will be formed from the six companies of Garhwalis now in the 2nd Battalion of the 3rd Gurkha Regiment, and from volunteers from the two companies of hill-men forming part of the present 39th Bengal Infantry. The Garhwali companies of the 2nd Battalion, 3rd Gurkha Regiment (which are now serving in Burma), will take the new designation set forth above, from the date above specified: the re-formed regiment will eventually be stationed at Lansdowne (Kaludanda).
- IV.—The 40th Regiment of Bengal Infantry, as at present constituted, will be mustered out at Cawnpore, and to replace it, a regiment of trans-frontier Maho-

medans, including Baluchis, to be styled "THE 40TH (BALUCH) REGIMENT OF BENGAL INFANTRY," will be formed at Quetta.

V.—A new 2nd Battalion of the 3rd Gurkha Regiment, to replace the battalion broken up in forming the new 39th Bengal Infantry, will be formed at Lansdowne, to be eventually located at Almora with the 1st Battalion. The nucleus of this battalion will be formed from the two companies of Gurkhas now forming part of the present 2nd Battalion, 3rd Gurkha Regiment.

2. The men now serving in the 33rd, 38th, 39th and 40th Regiments of Bengal Infantry will be disposed of in the following manner:—

I.—*The Punjabi Mahomedans* who do not belong to the classes designated for the new 33rd Regiment, together with the few Dogras and Sikhs serving in these corps, will be permitted to volunteer for transfer to the establishment or the reserve of any of the Punjabi regiments which enlist those classes.

II.—*Fats and Hindustanis*.—A careful selection will be made from the men of these classes now serving in these corps (all men whose retention in the service is from any cause considered undesirable being eliminated), and these selected men will be allowed the option of transfer to the establishment or the reserve of any Hindustani regiment they may select. The remainder, together with all Native officers and non-commissioned officers, will be discharged on the following rates of pension and gratuity:—

- (a) The superior rates of pensions specified in Art. 500 (a), Army Regulations, India, Vol. I, Part II, to officers, non-commissioned officers and men who have completed 25 years of service and upwards.
- (b) The ordinary rates of pensions to all officers, non-commissioned officers and men who have completed 14 years' service, and have less than 25 years' service, with a bonus of one month's pay (including good-conduct pay) for every two years' service.
- (c) To officers, non-commissioned officers and men of more than 10 and less than 14 years' service who may not volunteer for the reserve, two-thirds of the ordinary rate of pension and a bonus of three months' pay (including good-conduct pay)
- (d) To non-commissioned officers and men of 5 and less than 10 years' service who may not volunteer for the reserve, a gratuity of one month's pay for each year of service, together with an additional bonus of three months' pay as above.
- (e) To non-commissioned officers and men of less than 5 years' service who may not volunteer for the

reserve, a gratuity of six months' pay.

3. Free passes by rail to their homes will be given to all officers, non-commissioned officers and men discharged on pension or gratuity under these orders.

4. The certified cost involved in change of uniform and equipment will be allowed to soldiers transferred to other regiments.

5. Any subsidiary orders that may be required to carry the above arrangements into effect, will be issued by His Excellency the Commander-in-Chief in India

No. XIII.—The Governor-General in Council is pleased to sanction the formation of an additional regiment of Native infantry for service in Burma, to be designated "THE 4TH REGIMENT OF BURMA INFANTRY."

2. This corps will be formed from the existing Myingyan Military Police Battalion, which will thus, under the new title set forth above, be converted into a local (Burma) battalion of the Madras Army.

3. The present 32nd Regiment of Madras Infantry will be broken up, and the Native officers, non-commissioned officers and men now serving therein will be transferred to other regiments, or pensioned, or discharged, in the manner hereinafter stated.

4. The corps to be now formed will ordinarily be stationed in Burma, but will be recruited for general service.

5. The strength of the corps will be as follows, organized in eight companies:—

- 1 Commandant.
- 2 Wing Commanders (the senior to be 2nd-in-command).
- 5 Wing Officers (of whom one will be adjutant, and one quartermaster).
- 1 Medical Officer.
- 8 Subadars (one of whom will be subadar-major).
- 8 Jemadars (one of whom will be Native adjutant).
- 41 Havildars (including one havildar-major).
- 40 Naiks.
- 16 Drummers or buglers.
- 720 Sepoys.

6. The British officers will be selected by the Commander-in-Chief, Madras, as far as possible from volunteers from the Madras Army, but the British officers now serving with the Police Battalion about to be converted, if belonging to another Presidency, may receive suitable appointments in the new corps, for a period of three years, should they be willing to remain with it and should it be desired to retain their services with it.

7. The rule [Article 266, Clause (a), Army Regulations, India, Vol. I, Part I] requiring commandants to vacate on completion of seven years' tenure, will not, for the present, be applied to the commandant of the corps now formed.

8. The pay and allowances of the British officers of this corps will be the same as those allowed for the Native Infantry of the Indian Army, but in consideration of the circumstances of local service in Burma, each British officer will receive, in addition, a local allowance of Rs 100 per mensem, and will also be eligible for the indulgence of three months' privilege leave in each year.

9. The British officers of this corps belonging to the Madras Army will be eligible for general staff employment, in the same way as all other officers of that Army. They will be subject to

the same rules as regards exchanges and transfers as the officers of the other three Burma battalions.

10. Probationers for the Madras Staff Corps may be appointed direct to this corps in succession to vacancies, without first going through a course of duty with other regiments of the Madras Army.

11. The Native officers, non-commissioned officers and men now serving in the Myingyan Police Battalion will be eligible to continue serving in the corps on its conversion, on the terms now laid down.

12. The following rates of pay are sanctioned for the Native ranks of the corps, *vis.*—

Pay as laid down for Madras in Army Regulations, India, Vol. I, Part II, Articles 45-C and 68-D, *plus* the following monthly Burma allowance in lieu of field batta allowed to Madras troops in Burma,—*vide* Article 109A of the same Regulations:—

Subadar-Major	. . . . .	50
Subadar	. . . . .	30
Jemadar	. . . . .	15
Havildar	. . . . .	7-8
Naik	. . . . .	6
Drummer, bugler, and sepoy	. . . . .	2

13. Good-conduct pay will be given, as laid down in Articles 85 and 86 of the regulations above quoted.

14. The conditions of service as regards enlistment, kit money, clothing, half-mounting, discharge, pensions and free quarters will be the same as those already sanctioned for the 1st, 2nd, and 3rd Regiments of Burma Infantry.

15. Former service in the police battalion and in the Army will count towards the period of service required for the grant of good-conduct pay and pension.

16. All ranks, including Native officers, will be granted free rations, as in Army Regulations, India, Vol. V, para. 522.

17. Furlough and leave will be granted under the regulations in force in the Bengal Army.

18. The indulgences conceded to the military police in regard to families will be continued on the transfer of this corps to the Madras Army, *vis.* :—

(a) Native officers will be permitted to take their families to Burma on payment of half passage money.

(b) Twenty per cent. of havildars, 20 per cent. of naiks, and 5 per cent. of drummers, buglers and sepoy will be allowed a similar indulgence free of cost.

(c) Free accommodation will be provided for families to the above extent.

The term "families" is held to apply to wives and children only.

19. Soldiers serving in the battalion now formed will be liable to transfer to any other local Burma battalion to which it may hereafter be linked, as the exigencies of the service may require.

20. The 4th Regiment of Burma Infantry will be composed in the first instance of Punjabis, but hereafter Karens, Shans and Kachins may be enlisted for it.

21. In view of the excess of senior officers at present in the Madras Army, the commandant to be displaced, or one commandant of the Madras Army or other officer of that standing to be selected by the Commander-in-Chief in that Presidency, will be eligible to retire on a pension of £150 per annum, in addition to the

pension to which he may be entitled under the regulations.

22. The Native officers, non-commissioned officers, and men now serving in the 32nd Madras Infantry will cease to be borne on the rolls thereof from the 31st January next, and will be disposed of as follows:—

(a) Native officers, non-commissioned officers and men who have served for pension for 25 years and upwards will be transferred to the pension establishment on the superior rate of pension of their rank, irrespective of the period they may have served therein, *plus* rice compensation.

(b) Native officers, non-commissioned officers and men of 15 years' service and upwards will be transferred to the pension establishment on the ordinary pension of their rank (irrespective of the period they may have served therein), *plus* rice compensation, with the option, in the case of non-commissioned officers and men, of joining the garrison reserve, and in the case of privates only who have not completed 21 years' service of being transferred to other regiments.

(c) Native officers, non-commissioned officers and men of more than 10 and less than 15 years' service to be transferred to the pension establishment on two-thirds of the ordinary rate of pension of their rank (irrespective of the period they may have served therein), *plus* rice compensation, with the option, in the case of non-commissioned officers and men, of joining the garrison reserve, and in the case of privates of being transferred to other regiments.

(d) Non-commissioned officers and men of more than 5 years' and less than 10 years' service will receive a gratuity of one month's pay (including good-conduct pay) for each year of service, and join the active reserve, or have the option of being transferred to other regiments.

(e) Non-commissioned officers and men of less than 5 years' service will have the option of joining the active reserve, or of being transferred to other regiments.

23. The restriction as to the number of men (160) to be permitted to join the active reserve of any one battalion, is suspended in regard to the 32nd Madras Infantry, and non-commissioned officers may be accepted for both the active and the garrison reserve of that regiment, without regard to the number of privates therein.

24. Reservists of the battalion to be broken up will be allowed the option of joining the reserves of the battalions linked to it, or of taking their discharge.

APPOINTMENTS.

ARMY STAFF.

No. III2.—Captain G. R. T. Rundle, R.A., to be Staff Captain, R.A., Oudh Circle, *vice* Captain C. M. Haggard, R.A., promoted. Dated 3rd December, 1890.

MEDICAL DEPARTMENT.

No. III3.—Surgeon G. M. J. Giles, M.B., F.R.C.S., Indian Medical Service, Bengal Establishment, to be Medical Officer, Lawrence Military Asylum, Sanawar, *vice* Surgeon E. R. W. C. Carroll, who vacates that appointment. Dated 1st December, 1890.

ORDNANCE DEPARTMENT.

No. 1114.—The tenure of the appointment of Colonel F. J. Mortimer, R.A., Ordnance Officer, 1st class, in the Ordnance Department in India, is extended to 20th April, 1896.

PERSONAL STAFF

No. 1115.—The Viceroy has been pleased to make the following appointment on His Excellency's Personal Staff:—

To be an Extra Aide-de-Camp.

Captain G S C. Swinton, Highland Light Infantry. Dated 29th November, 1890.

STAFF CORPS.

No. 1116.—Second-Lieutenant Charles McLeod Porteous, 2nd Battalion, Liverpool Regiment, officiating Wing Officer on probation, 9th Regiment of Bengal Infantry, having completed 18 months' probationary service, is admitted to the Bengal Staff Corps from the 30th May 1889, subject to confirmation by the Secretary of State for India.

Second-Lieutenant Porteous will rank as Lieutenant in the Bengal Staff Corps from the above date, subject to Her Majesty's approval.

No. 1117.—In G. G. O. No. 1073 of 1890, the name of Second Lieutenant Champain should be H. F. B. Champain, and not as therein stated.

FURLOUGH AND LEAVE.

No. 1118.—The undermentioned officer is granted furlough out of India:—

Colonel A. Bloomfield, Bengal Staff Corps, Deputy Commissioner, 1st class, Central Provinces, (p. a.) for fourteen months, under rule IX of the regulations of 1868.

No. 1119.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the staff corps, the specified period to count from the date of being struck off duty:—

Colonel W. G. Smith, General List. Infantry, Commissary General, Eastern Circle, Bengal, for one year. Pension Service—32nd year commenced 12th December, 1890.

Colonel B. Blood, R.E., Commandant, Corps of Bengal Sappers and Miners, to 15th November, 1891. Pension Service—19th year commenced 28th October, 890.

Lieutenant H. (J. B. Raitt, Bengal Staff Corps, Wing Officer, 7th (Duke of Connaught's Own) Regiment of Bengal Infantry, for one year. Pension Service—8th year commenced 10th March, 1890.

Lieutenant C. A. Edwards, Bengal Staff Corps, Wing Officer and Quarter Master, 35th (Sikh) Regiment of Bengal Infantry, for one year. Pension Service—6th year commenced 6th May, 1890.

No. 1120.—The undermentioned officers have been granted extensions of leave by the Secretary of State for India:—

Captain C. F. Gambier, Bengal Staff Corps, Squadron Commander, 5th Punjab Cavalry, Punjab Frontier Force (p. a.), till 21st February, 1891.

Lieutenant G. R. Row, Bengal Staff Corps, Wing Officer and Quarter Master, 44th (Gúikha) Regiment of Bengal (Light) Infantry (p. a.), for three months.

LONDON GAZETTE.

No. 1121.—The following extracts are published for general information:—

"London Gazette dated the 7th November, 1890, page 5860"

War Office, 7th November, 1890.

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MEMORANDA.

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Brigade Surgeon Henry Vandyke Carter, M.D., Retired List, Bombay Medical Department, to be Honorary Surgeon to the Queen, *vice* Surgeon-General Sir J. C. Brown, K.C.B., deceased. Dated 8th November, 1890.

"London Gazette dated the 11th November, 1890, pages 6023, 6024, and 6025"

War Office, November 14, 1890.

The Queen has been graciously pleased to give orders for the following appointments to the Most Honourable Order of the Bath, in recognition of the services of the undermentioned Officers during the late Chin-Lushai Expedition:—

To be Ordinary Members of the Military Division of the Third Class, or Companions of the said Most Honourable Order, *vis.*—

* * * * *

Lieutenant-Colonel and Colonel Vincent William Tregear, Bengal Infantry.

* * * * *

The Queen has further been pleased to give orders for the following appointments to the Distinguished Service Order, and promotions in the Army, in recognition of the services of the undermentioned Officers during the late Chin-Lushai Expedition, bearing date the 28th July, 1890:—

To be Companions of the Distinguished Service Order:—

Lieutenant-Colonel and Colonel Richard Westmacott, Bombay Staff Corps.

Lieutenant-Colonel and Colonel George John Skinner, Bengal Staff Corps.

Surgeon-Major William Reed Murphy, Indian Medical Service, Bengal.

Captain Arthur George Frederic Browne, Bengal Staff Corps.

Surgeon Frederick Arthur Rogers, Indian Medical Service, Bengal.

* * * * *

Lieutenant Edward James Lugard, Bengal Staff Corps.

* * * * *

BREVET.

* * * * *

To be Majors.

Captain Frederick Stapleton Gwatkin, Bengal Staff Corps, Deputy Assistant Adjutant-General, Bengal.

Captain Wensley James Hodson Bond, Bengal Staff Corps.

Captain Arthur Harry Clark Kennedy, Madras Staff Corps.

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India Office, 14th November, 1890.

The Queen has approved of the following promotions among the Officers of the Staff Corps and Indian Military Forces, and admissions to the Staff Corps made by the Governments in India:—

BENGAL STAFF CORPS.

To be Lieutenant-Colonels.

Major William George Craigie Halkett. Dated 9th September, 1890.

Major Henry Boileau. Dated 9th September, 1890

To be Majors.

Captain George Davidson Campbell Gastrell. Dated 3rd September, 1890.

Captain George Lindsay Garstin. Dated 3rd September, 1890.

To be Lieutenants.

Lieutenant Frederic William Rea, from the Border Regiment. Dated 11th January, 1889, but to rank from 20th August, 1885.

Lieutenant Aubrey James Jamieson, from the North Lancashire Regiment. Dated 18th February, 1889, but to rank from 10th November, 1886.

Second Lieutenant John Lawrence William French-Mullen, from the 7th Dragoon Guards. Dated 30th January, 1889.

Second Lieutenant Richard Thomas Inledon Ridgway, from the Connaught Rangers. Dated 3rd March, 1889.

Lieutenant John Herbert Vanderzee, from the Leinster Regiment. Dated 25th July, 1889, but to rank from 3rd July, 1889.

BENGAL INFANTRY.

To be Colonel.

Lieutenant-Colonel and Colonel in the Army Reginald William Sartorius, C.M.G., V.C. Dated 12th September, 1890.

BENGAL MEDICAL ESTABLISHMENT.

To be Brigade Surgeon.

Surgeon-Major Griffith Griffith. Dated 6th July, 1890.

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MADRAS CAVALRY.

To be Colonel.

Lieutenant-Colonel and Colonel in the Army Richard Campbell Stewart, C.B. Dated 20th September, 1890.

* * * *

The Queen has approved of the retirement from the Service of the undermentioned Officer:—

Colonel Charles Simeon Noble, Bengal Staff Corps. Dated 13th November, 1890.

"London Gazette dated the 18th November, 1890, page 6106."

War Office, Pall Mall;

The 18th November, 1890.

MEMORANDA.

The following Officers to have the substantive rank of Colonel in the Army, on appoint-

ment as Assistant Adjutants-General of Districts in India:—

Colonel A. B. Morgan, C.B., from Lieutenant-Colonel half-pay. Dated 1st April, 1889.

Colonel C. L. Harvey, from Lieutenant-Colonel half-pay. Dated 7th January, 1890.

Colonel T. G. Crawley, from Lieutenant-Colonel half-pay. Dated 28th July, 1890.

* * * *

Honorary Captain and Deputy Commissary James Moorhead, Bengal Establishment, is granted the honorary rank of Major. Dated 19th November, 1890.

"London Gazette dated the 21st November, 1890, page 6213."

War Office, November 21, 1890.

The Queen has been graciously pleased to give orders for the following promotion in, and appointment to, the Most Honourable Order of the Bath:—

To be an Ordinary Member of the Civil Division of the Second Class, or Knights Commanders of the said Most Honourable Order, *vis.* :—

Colonel Charles Bean Euan-Smith C.B., C.S.I., (Madras Infantry, on the Retired List), Her Majesty's Agent and Consul-General for the Dominions of the Sultan of Zanzibar.

* * * *

"London Gazette dated the 25th November, 1890, page 6463."

War Office, Pall Mall, 25th November, 1890.

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The promotions to the rank of Lieutenant of the undermentioned Second Lieutenants are antedated as follows:—

A. M. Anderson, Probationer, Indian Staff Corps, to 20th January, 1890, *vice* T. A. Scott.

* * * *

PENSIONS.

No. 1122.—Conductor Thomas Coughrane, Ordnance Department, Bengal, is transferred to the pension establishment.

No. 1123.—Sub-Conductor J. Edden, Military Works Department, is transferred to the pension establishment with effect from the 27th May, 1890.

No. 1124.—Second Grade Apothecary John Duffy, Subordinate Medical Department, is transferred to the pension establishment.

PROMOTIONS.

No. 1125.—The following promotions are made, subject to Her Majesty's approval:—

Lieutenant-Colonels, to be Colonels in the Army. Dated 19th December, 1890.

Louis Henry Emile Tucker, Bengal General List Infantry.

Wyndham Hughes Hallett, Madras Staff Corps,

Charles Edward Shephard, Bengal Staff Corps.

John Alexander Temple, Bengal Staff Corps.

BENGAL STAFF CORPS.

To be Major.

Captain Charles Frederick Vyse. Dated 14th December, 1890.

SUB-MEDICAL DEPARTMENT.

No. 1126.—The following promotions are made to complete the revised strength of the Apothecary Branch of the Subordinate Medical Department, Bengal, sanctioned in clause 149, India Army Circular of 1890:—

With effect from 31st August, 1890.

Second grade Senior Apothecary Richard Francis Knight (ranking as Honorary Lieutenant, subject to Her Majesty's approval), to be first grade Senior Apothecary.

First grade Apothecary Christopher Hart to be second grade Senior Apothecary (ranking as Honorary Lieutenant, subject to Her Majesty's approval).

Sub-Assistant Apothecaries.

Frank Charles Ross,
Elliott Clive Bedell,
Joseph Pierre Montgomery,
Patrick McCarthy,
Charles Reginald Washington Bancroft,
William James Corridon,
Walter Charles Bowder,
William Robert Durham,

to be second grade Assistant Apothecary.

No. 1127.—The following promotions are made in the Apothecary Branch of the Subordinate Medical Department, Bengal:—

First grade Assistant Apothecary Arthur Herbert Nolan to be second grade Apothecary, from 12th November, 1890, *vice* second grade Apothecary A. G. Fay, deceased.

Sub-Assistant Apothecary Joseph Lee to be second grade Assistant Apothecary, from 12th November, 1890, *vice* first grade Assistant Apothecary A. H. Nolan, promoted.

NATIVE ARMY.

No. 1128.—3rd Bengal Cavalry—

Risaldar Maluk Singh to be Risaldar-Major, and Ressaidar and Woordie-Major Farzand Ali to be Risaldar, *vice* Wajid Ali, *Sardar Bahadur*, transferred to the pension establishment, with effect from the 11th November, 1890.

Ressaidar Ghulam Hasan Khan to be Risaldar, Jemadar Ghulam Abbas to be Ressaidar, and Dafadar Jamal Khan to be Jemadar, *vice*, Muhammad Akram Khan, transferred to the pension establishment, with effect from the 17th August, 1890.

Jemadar Mohar Singh to be Ressaidar, and Dafadar Ratan Singh to be Jemadar, *vice* Dilmor Singh, transferred to the pension establishment, with effect from the 24th October, 1890.

No. 1129.—10th Regiment of Bengal Infantry—

Jemadar Bīru to be Subadar, and Havildar Jai Ram to be Jemadar, *vice* Nagina, transferred to the pension establishment, with effect from the 4th October, 1890.

PUNJAB FRONTIER FORCE.

No. 1130.—2nd Battalion, 5th Gurkha Regiment—

Subadar Bhimal Sahi to be Subadar-Major, *vice* Matbar Singh Adhikari, *Bahadur*, transferred to the pension establishment, with effect from the 1st October, 1890.

VOLUNTEER CORPS.

RESIGNATIONS.

No. 1131.—Sibsagar Mounted Rifles—

Major James Buckingham, C.I.E., Commandant, resigns his appointment.

No. 1132.—Calcutta Volunteer Rifle Corps—

Lieutenant R. J. Reid resigns his commission.

A. R. BADCOCK,

for Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 19th December, 1890.

Under Clause 25 of the Regulations appended to the Regimental Debts Act of 1863, it is notified that reports of the deaths of the undermentioned Commissioned Officers, on the dates specified, were received in the Military Department between the 13th and the 19th December, 1890:—

Corps.	Rank and Names.	Date of decease.	Place of decease.	Testate or Intestate.	REMARKS.
3rd Battalion, Rifle Brigade.	Major H. C. Bowles . . .	13th December, 1890.	Jullundur.		
Madras Staff Corps (Queen's Own Corps of Guides).	Major H. F. V. Gaitskell . .	14th December, 1890.	Mardan.		

A. R. BADCOCK,

for Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 16th December, 1890.

No. 530.—The services of the undermentioned officer are lent to the Bengal-Nagpur Railway Company, with effect from the 1st January, 1891:—

Mr. A. T. Goodfellow, Examiner, 4th class, 2nd grade.

No. 531.—Mr. W. A. Moran, Assistant Engineer, 2nd grade, Burma, is permanently promoted to Assistant Engineer, 1st grade, with effect from 1st February, 1890.

The 17th December, 1890.

No. 532.—Mr. W. A. Lesmond, Executive Engineer, 2nd grade, State Railways, is transferred from the Establishment under the Director-General of Railways to that under the Government of Bengal.

The 18th December, 1890.

No. 533.—The undermentioned officers, whose services were lent to the Delhi-Umballa-Kalka Railway Company, are transferred to the Establishment under the control of the Government of Madras for employment on Railways:—

Mr. E. H. Tuck, Assistant Engineer, 1st grade.

Mr. J. N. D. La Touche, Assistant Engineer, 1st grade.

The 19th December, 1890.

No. 534.—The Governor-General in Council is pleased to order the following promotions and reversions to and in the classes of Chief and Superintending Engineers, with effect from the dates specified:—

NAMES.	From	To	Nature of promotion.	With effect from
Johnstone, F. J.	Chief Engineer, 2nd class, temporary rank.	Chief Engineer, 3rd class .	... ..	22nd October, 1890.
Shepherd, Colonel W., R.E.	Superintending Engineer, 3rd class, sub. <i>pro tem.</i>	Executive Engineer, 1st grade	.....	22nd " "
Bell, H.	Chief Engineer, 3rd class, sub. <i>pro tem.</i>	Chief Engineer, 3rd class .	Permanent .	22nd " "
Buyers, J. W.	Superintending Engineer, 1st class, sub. <i>pro tem.</i>	Superintending Engineer, 1st class.	Permanent .	22nd " "
Corbett, Major F. V., R.E.	Superintending Engineer, 2nd class, sub. <i>pro tem.</i>	Superintending Engineer, 2nd class	Permanent .	22nd " "
Bell, J. R.	Executive Engineer, 1st grade, and Superintending Engineer, class II, temporary rank.	Superintending Engineer, 3rd class.	Permanent .	22nd " "
Odling, C. W.	Superintending Engineer, 2nd class, sub. <i>pro tem.</i>	Superintending Engineer, 2nd class.	Permanent .	24th " "
Jacob, Lieutenant-Colonel S. I., R.E.	Superintending Engineer, 3rd class, temporary rank.	Superintending Engineer, 3rd class.	Permanent .	24th " "
Ramsay, J.	Superintending Engineer, 2nd class, temporary rank.	Superintending Engineer, 2nd class.	Permanent .	14th November, "
Joll, H.	Superintending Engineer, 3rd class, sub. <i>pro tem.</i>	Superintending Engineer, 3rd class.	Permanent .	14th " "
McArthur, Major A. D., R.E.	Superintending Engineer, 3rd class, temporary rank.	Superintending Engineer, 3rd class.	Sub. <i>pro tem.</i> .	14th " "
Bell, H.	Chief Engineer, 3rd class .	Chief Engineer, 2nd class .	Temporary .	16th " "
Bell, J. R.	Superintending Engineer, 2nd class, temporary rank.	Superintending Engineer, 2nd class.	Permanent .	16th " "
Marshall, Lieutenant-Colonel G. F. L., R.E.	Superintending Engineer, 1st class, temporary rank.	Superintending Engineer, 1st class.	Permanent .	2nd December, "
White, H. F.	Superintending Engineer, 2nd class.	Superintending Engineer, 1st class.	Temporary .	2nd " "
Higham, T.	Superintending Engineer, 2nd class, temporary rank.	Superintending Engineer, 2nd class.	Permanent .	2nd " "
Beresford, J. S.	Superintending Engineer, 2nd class, temporary rank.	Superintending Engineer, 2nd class.	Sub. <i>pro tem.</i> .	2nd " "
Upcott, F. R.	Executive Engineer, 1st grade.	Superintending Engineer, 3rd class.	Permanent .	2nd " "
Harvey, Lieutenant-Colonel E., R.E.	Superintending Engineer, 3rd class.	Superintending Engineer, 2nd class.	Temporary .	2nd " "
Walker, F. B.	Chief Engineer, 3rd class, temporary rank.	Superintending Engineer, 1st class.	.....	15th " "
Firebrace, Lieutenant-Colonel F., R.E.	Superintending Engineer, 1st class.	Chief Engineer, 3rd class .	Temporary .	15th " "
Jopp, Colonel K. A., R.E.	Superintending Engineer, 3rd class, temporary rank.	Executive Engineer, 1st grade.	.....	15th " "

No. 535.—That portion of Public Works Department Notification No. 451, dated the 21st October, 1890, relating to the reversion of Mr. W. K. Stent from Executive Engineer, 1st grade, sub. *pro tem.*, to Executive Engineer, 2nd grade, with effect from the 11th September, 1890, is cancelled.

No. 536.—The Governor-General in Council is pleased to order the following promotions and reversions of Executive and Assistant Engineers attached to State Railways, with effect from the date specified:—

NAMES.	From	To	Nature of Promotion.	With effect from.
Cantopher, B. W. . . .	Executive Engineer, 3rd grade .	Executive Engineer, 2nd grade .	Sub. <i>pro tem</i> .	23rd September, 1890.
Hewitt, St. J. . . .	Executive Engineer, 3rd grade, sub. <i>pro tem</i> .	Executive Engineer, 4th grade, sub. <i>pro tem</i>.	.. ..	23rd " "
Bennett, H. W. . . .	Executive Engineer, 4th grade, sub. <i>pro tem</i> .	Executive Engineer, 4th grade, temporary rank.	.. ..	7th October "
Large, P. T. S. . . .	Executive Engineer, 1st grade, sub. <i>pro tem</i> .	Executive Engineer, 1st grade .	Permanent	22nd " "
Stent, W. K. . . .	Executive Engineer, 1st grade, sub. <i>pro tem</i> .	Executive Engineer, 2nd grade .	.. ..	25th " "
Butcher, H. L. . . .	Assistant Engineer, 1st grade .	Executive Engineer, 4th grade .	Temporary	30th " "
Scott, Major B., R.E. .	Executive Engineer, 2nd grade, sub. <i>pro tem</i> .	Executive Engineer, 2nd grade .	Permanent	1st November "
Bonham Carter, Lieutenant H., R.E.	Assistant Engineer, 2nd grade .	Executive Engineer, 1st grade .	Permanent	1st " "
Hewitt, S. J. . . .	Executive Engineer, 4th grade, sub. <i>pro tem</i> .	Executive Engineer, 3rd grade .	Sub. <i>pro tem</i> .	1st " "
Chirnside, J. B. . . .	Assistant Engineer, 1st grade .	Executive Engineer, 4th grade .	Temporary	11th " "
Sykes, C. F. . . .	Executive Engineer, 4th grade, temporary rank.	Assistant Engineer, 1st grade .	.. ..	11th " "
Craster, Captain S. L., R.E.	Executive Engineer, 4th grade, temporary rank.	Assistant Engineer, 1st grade .	..	17th " "
Eaton, J. N. A. . . .	Assistant Engineer, 1st grade .	Executive Engineer, 4th grade .	Temporary	20th " "
Walton, Captain E. W., R.E.	Executive Engineer, 4th grade, temporary rank.	Assistant Engineer, 1st grade .	.. ..	20th " "
Stent, W. K. . . .	Executive Engineer, 2nd grade .	Executive Engineer, 1st grade .	Sub. <i>pro tem</i> .	21st " "
Shaw, W. R. . . .	Assistant Engineer, 1st grade .	Executive Engineer, 4th grade .	Temporary	20th " "
Dangerfield, P. W. . .	Executive Engineer, 2nd grade .	Executive Engineer, 1st grade .	Permanent	28th " "
Humfress, G. . . .	Executive Engineer, 2nd grade, sub. <i>pro tem</i> .	Executive Engineer, 2nd grade .	Permanent	28th " "
Lang, F. . . .	Executive Engineer, 3rd grade, sub. <i>pro tem</i> .	Executive Engineer, 3rd grade .	Permanent	28th " "
Newham, W. E. . . .	Assistant Engineer, 1st grade .	Executive Engineer, 4th grade .	Permanent	28th " "

No. 538.—Rai Sahib Prem Chand Chandu Lall, Assistant Engineer, 3rd grade, Central Provinces, is permanently promoted to Assistant Engineer, 2nd grade, with effect from the 29th October, 1890.

No. 540.—Mr. W. S. Brenner, passed student of the Seebpore College, is appointed to the Department as an Assistant Engineer, 3rd grade, and is posted to Bengal

TELEGRAPH.

The 19th December, 1890.

No. 537.—The Governor-General in Council is pleased to order the following reversions in the Persian Section of the Indo-European Telegraph Department, with effect from the forenoon of the 2nd December, 1890, consequent on the return to duty from privilege leave on the same date of Lieutenant-Colonel H. L. Wells, R.E., Officiating Director of that Section:—

NAMES.	From	To
Mr. F. T. B. Daniell . . .	Officiating Director . . .	Supernumerary Superintendent.
„ J. R. Preece . . .	Officiating Supernumerary Superintendent.	Assistant Superintendent, 1st grade.
„ J. J. Fahie . . .	Officiating Assistant Superintendent, 1st grade.	„ „ 2nd „
„ E. Graves . . .	Officiating Assistant Superintendent, 2nd grade.	Clerk, 2nd grade.

No. 539.—The Governor-General in Council is pleased to permit Mr. E. C. Bird, Superintendent, 3rd grade, Indian Telegraph Department, to retire from the service, with effect from the forenoon of the 28th November, 1890.

J. G. FORBES, Colonel, R.E.,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 25th October, 1890.

From the 8th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 1st November, all Notifications and other matter intended for publication in the *Gazette*, should be addressed to the Publisher, 8, Hastings Street, Calcutta.

Revised rates from 1st January, 1887.

	Per annum.		
	Rs.	a.	p.
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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page 2 pice.

By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home

Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press no later than Thursday.

E. J. DEAN,

Publisher, Gazette of India.

DIRECTOR-GENERAL OF RAILWAYS

NOTIFICATIONS.

Calcutta, the 10th December, 1890.

No. 50.—CORRIGENDUM.—For "No. 48" read "No. 49" in Director-General of Railways' Notification, dated the 24th November 1890, regarding the grant of six months' special leave to Mr. W. Wiseman, Executive Engineer.

The 11th December, 1890.

No. 51.—Mr. G. S. E. Rice, Assistant Traffic Superintendent in class III, grade 2, of the Superior Revenue Establishment of State Railways, officiated as District Traffic Superintendent in class II, from the 9th July to the 8th October, 1890, during the absence on three months privilege leave of Mr. A. Muirhead, District Traffic Superintendent in class II, grade 4.

The 17th December, 1890.

No. 53.—Mr. J. W. Parry, Executive Engineer, 4th grade, sub. *pro tem.*, was transferred from the Oudh and Rohilkhand Railway, open line, to the Lucknow-Rai Bareilly-Jaunpur Railway Survey, with effect from the 7th October 1890.

R. A. SARGEANT, *Lieut.-Col., R.E.,*

Offg. Director-General.

ADMINISTRATOR GENERAL OF BENGAL.

Notice of death sent to the Administrator General of Bengal under Section 64 of Act II of 1874.

Name of deceased.	Place of death.	Date of death.	By whom and when death reported.	REMARKS.
Colonel Maynard	Srinagur . . .	16th October, 1890 .	Resident at Kashmere, on the 13th October, 1890.	Deceased was District Superintendent of Police, Bahraich, Oudh, was travelling in Kashmere. Widow will administer to the estate at Bahraich.
Solomon Wright	Khurakdiha . . .	15th August, 1890 .	Judicial Commissioner of Chota Nagpore, on the 16th October, 1890.	Intestate. Deceased was employed in Serampore Colliery, Khurakdiha, Hazaribagh. Assets Rs. 3,128. Letters of administration were granted to the widow, Mrs. Frances Wright, on the 11th October, 1890, on behalf of her minor son.
E. D. Algar	Midnapore . . .	29th October, 1890 .	District Judge of Midnapore, on the 10th November, 1890.	No will. Assets about Rs. 210. Deceased was head clerk, Revenue Branch, Surveyor General's Office, Calcutta. No application for administration.
Mr. Chatterton	Mandalay District .	28th October, 1890 .	Civil Judge of Mandalay, on the 3rd November, 1890.	No will found. Assets under Rs. 1,000 in value. Deceased was Inspector of Police. No application for administration.
Downard	Hoshangabad . . .	29th October, 1890 .	Deputy Commissioner of Hoshangabad, on the 8th November, 1890.	No will found. Assets not known. Deceased was a plate-layer of Jhansi, and died in a railway carriage while travelling. Properties in charge of Extra Assistant Commissioner of Hurdoi.
F. H. Caboche	Moulmein District .	12th August, 1890 .	Judge of Moulmein, on the 30th October, 1890.	Intestate. No assets.
Mrs. Flory	Ditto . . .	.....	Ditto . . .	Ditto ditto.
Mrs. P. la Briton	Ditto . . .	5th October, 1890 .	Ditto . . .	Intestate. Assets, a house and ground valued at Rs. 150, mortgaged to Mr. C. W. Law.

L. P. D. BROUGHTON,
Administrator General of Bengal.

ADMINISTRATOR GENERAL'S OFFICE,
7, COUNCIL HOUSE STREET,
CALCUTTA,
The 15th December, 1890.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 16th December, 1890.

LIABILITIES.			ASSETS.		
	R	a. p.		R	a. p.
Capital paid up	2,00,00,000	0 0	Government Securities	1,31,85,828	0 0
Reserve Fund	47,00,000	0 0	Other authorized Investments . .	73,58,950	12 0
Public Deposits at Head Office . 1,19,44,991	5	1	Loans on Government and other authorized Securities	70,48,141	0 3
Public Deposits at Branches . 82,74,233	11	7	Accounts of Credit on Government and other authorized Securities .	64,63,114	14 9
Other Deposits at Head Office and Branches	6,80,72,561	2 5	Bills discounted and purchased .	1,58,41,603	10 2
Bank Post Bills, &c.	4,01,588	2 6	Balances with other Banks . . .	4,13,805	7 3
Sundries	28,01,612	3 4	Bullion	10,36,531	14 5
			Dead Stock	12,10,085	8 7
			Stamps	10,144	0 5
			Sundries	10,32,291	6 11
				3,36,01,096	10 9
RUPEES . 11,61,94,986	8	11	Cash and Cur- rency Notes at Head Office . 4,31,85,040	4	11
			Cash and Cur- rency Notes at Branches . 1,94,08,849	9	3
				6,25,93,889	14 2
			RUPEES . 11,61,94,986	8	11

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 18th December, 1890.

F. T. LEWIS,
Offg. Chief Accountant.
Rate for Demand Loans 3 per cent.
Percentage 68·41.

W. WESTLAND,
Offg. Secretary & Treasurer.

TELEGRAPH DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 13th December, 1890.

No. 24.—Offices reported opened and closed during November, 1890:—

Name of Office.	Where situated.	Date.	REMARKS.
<i>Government Telegraph Offices.</i>			
Shwenongbin	Upper Burma	1st Nov. 1890.	Opened.
*Tret	Punjab	2nd "	Closed.
*Baraço	Ditto	3rd "	Ditto.
Kullu	Ditto	4th "	Opened.
*Pur	N.-W. Provinces	10th "	Ditto.
*Khairabad	Punjab	13th "	Ditto.
†Guturmukh	"	10th "	Ditto.
†Office No. 52	"	10th "	Ditto.
†Ditto	"	22nd "	Closed.
†Office No. 67	"	10th "	Opened.
†Ditto	"	22nd "	Closed.
†Akhora	"	10th "	Opened.
Sonpur Fair	Bengal	15th "	Ditto.
Ditto	Ditto	30th "	Closed.
†Darwazagai	"	17th "	Opened.
†Ditto	"	22nd "	Closed.
†Office No. 61	"	10th "	Opened.
†Ditto	"	22nd "	Closed.
†Attock Bridge	"	10th "	Opened.
†Ditto	"	22nd "	Closed.
Mulkapet Race Course.	Hyderabad (Deccan.)	17th "	Opened.
Ditto	Ditto	26th "	Closed.
Chakradharpur	Bengal	17th "	Opened.
†Meetah	"	18th "	Ditto.
†Ditto	"	29th "	Closed.
†Jammu	"	17th "	Opened.
Lieut. Governor's Camp, Agra.	N.-W. Provinces	19th "	Ditto.
*Muridke	Punjab	21st "	Ditto.
Viceroy's Camp, Agra.	N.-W. Provinces	21st "	Ditto.
Ganeshkhind	Bombay Presdy.	25th "	Ditto.
†Changsil	"	26th "	Ditto.
†Office No. 29	"	26th "	Ditto.
†Ditto	"	28th "	Closed.
†Office No. 34	"	26th "	Opened.
†Ditto	"	26th "	Closed.
†Office No. 37	"	26th "	Opened.
†Ditto	"	29th "	Closed.
†Office No. 26	"	27th "	Opened.
†Ditto	"	28th "	Closed.
Viceroy's Camp, Bhurtore.	Rajputana	28th "	Opened.
Ditto	Ditto	29th "	Closed.
Balrampur	Oudh	29th "	Opened.
Mir Ali Khel	Baluchistan	29th "	Ditto.
<i>Railway Telegraph Offices.</i>			
Jogiara	Tinoot State Ry.	1st Nov. 1890.	Opened.
Rajpatti	Ditto	1st "	Ditto.
Kanwaghat	Ditto	15th "	Ditto.
Rawatpore	Cawnpore-Achnera State Ry.	1st "	Ditto.
Jamalganj	Eastern Bengal State Ry.	15th "	Ditto.
Nulla	Bombay, Baroda, and Central India Ry.	15th "	Ditto.

* Camp Office.

† Field Office, Chin-Lushai Expedition.

‡ Field Office, Camp of Exercise, Attock.

C. H. REYNOLDS,

Director, Traffic Branch,

* for Director-General of Telegraphs.

The 17th December, 1890.

No. 25.—Mr. W. M. Shaw, Assistant Superintendent, class V, 2nd grade, is allowed furlough on medical certificate for six months, under Article 343 of the Civil Service Regulations, with effect from the forenoon of the 19th September, 1890.

This cancels the privilege leave granted to him in General Order No. 249 A., dated 20th September, 1890.

W. R. BROOKE,

Director-General of Telegraphs.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 17th December, 1890.

	Rs	As
Value of silver held in the Mint on account of the Currency Department on the evening of the 10th December, 1890	67,46,999	
Value of Government silver in the Mint on the same date	22,71,073	
AND—		90,18,072
Silver received by the Mint during the week on account of the Currency Department	4,94,679	
Ditto ditto Government	219	4,94,898
Deduct—		
New coin paid to Reserve Treasury during the week	12,00,000	95,12,970
Petty items issued for miscellaneous purposes	...	12,00,000
Balance on the evening of the 17th December, 1890	...	83,12,070
The Balance comprises—		
Silver held on account of the Currency Department	61,81,875	
Ditto ditto Government	21,31,095	83,12,970
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	2,54,225	
Ditto ditto Government	...	2,54,225

A. W. BAIRD, Lieut.-Colonel, R.E.,

Master of the Mint.

CALCUTTA MINT,

The 18th December, 1890.

AGENT TO THE GOVERNOR-GENERAL, AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 12th December, 1890.

No. 6633.—Consequent on the appointment of Lalla Tola Ram, 1st grade Tahsildar, to officiate as Extra Assistant Commissioner, the following officiating promotions and appointments are made in the Graded List of Tahsildars and Munsiffs, with effect from the forenoon of the 1st October, 1890:—

Pandit Nand Lall, Munsiff, 2nd grade, to officiate as Munsiff, 1st grade.

Ghulam Nabi, Tahsildar, 3rd grade, seconded, to be shown as officiating Tahsildar, 2nd grade, but to remain seconded.

Lalla Udho Dass, Munsiff, 3rd grade, to officiate as Munsiff, 2nd grade.

Lalla Hari Ram, Tahsildar, 4th grade, to officiate as Tahsildar, 3rd grade.

Lalla Khillu Ram is appointed to officiate as Tahsildar, 4th grade, and Tahsildar on the Khan's lands, with effect from the forenoon of the 7th October, 1890, *vice* Lalla Tola Ram, promoted.

By Order,

C. ARCHER, Lieut.,

First Asst. & Secy. to the Govr.-Genl.'s Agent,
& Chief Commr. in Baluchistan

AGENT TO THE GOVERNOR- GENERAL, RAJPUTANA.

NOTIFICATION.

Abu, the 12th December, 1890.

No. 5339-G.—Major A. C. Talbot, C.I.E., B.S.C., Political Agent in Bikanir, is granted ninety days' privilege leave from the 4th December, 1890, or such subsequent date as he may avail himself of the same.

By Order,

L. IMPEY, *Lieut.*,

for *First Asst. Agent to the Govr.-Genl.,
Rajputana.*

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of the Indian Treasure Trove Act, VI of 1878, that on the 10th September, 1890, a big jar, valued at about Rs. 50, was found by one Elanthottathil Koran while digging up a paramba, called Kuttyaliprath at Mavilayi Desam and Amsam of Chirakkal Taluk, Malabar District, in the Madras Presidency.

All persons claiming the said treasure, or any part thereof, are hereby required to appear personally, or by agent, before the Collector of Malabar, at his office at Calicut, on Friday, the 10th April, 1891, in order to the matter being enquired into and determined in accordance with the provisions of the Act.

W. DUMERGUE,

Actg. Collector of Malabar.

CALICUT,

The 5th December, 1890.

CEMETERY NOTICES.

Under Rule XIX, Part I of Appendix M, page c. i. of the Public Works Department Code, it is hereby notified that the following tombs in the graveyard at Rampore Beaulah, in the district of Rajshahye, require repairs, and that in case no person undertakes them, the monuments, when they become delapidated, shall be made level with the ground, during the next repairs, and the slabs over them will be placed over the grave in simple masonry, or be inserted in the wall of the Cemetery:—

1. Tomb No. 17.—John Compton Abbott, Esq., born 4th November, 1803, died 5th October, 1854.
2. Tomb No. 18.—Charlotte, daughter of Richard Blechynden, Esq., wife of Captain Warner, died on the 2nd October, 1853.
3. Tomb No. 19.—There is no inscription in this tomb, and consequently the name of the deceased cannot be ascertained.

S. K. AGASTI,
Offg. Magistrate.

RAJSHAHYE MAGISTRACY,
The 29th November, 1890.

List of monuments in the Muttra Cemetery,

published with reference to Rule XIX,* Part I of the Revised Ecclesiastical Rules, promulgated by Home Department Notification, No. 103, dated 20th June, 1885—

<i>Inscription.</i>	<i>Date.</i>
Richard Sidmore	1816.
William O'Shaugnessey	1834.
Thomas Stewart	1834.
Mary Blomley	1838.
Beresford Edgar	1830.
Joseph Henry Mundy	1859.
Alexander Henderson	1860.
Corporal G. Smith	1860.
Sophia Hashman	1864.
Thomas Hashman, Junior	1855.
Immanuel Hashman	1850.
W. Neal	1865.
Theresa Wright	1868.
Denis Leonard	1860.

F. J. CLARKE,

Chaplain of Muttra.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 11th December, 1890.

No. 9745.—Mr. J. R. Coles, Postmaster, Bankipore, is granted privilege leave for one month and nine days from the 10th December, 1890, or any subsequent date on which he may avail himself of it.

Babu Hari Prasannu Khan is appointed to officiate as Postmaster, Bankipore, during the absence of Mr. Coles, or until further orders.

The 13th December, 1890.

No. 9883.—Mr. J. H. Smith, Postmaster, Simla, is granted privilege leave for three months from the 1st January, 1891, or any subsequent date on which he may avail himself of it.

Mr. E. J. Smith is appointed to be in charge of the current duties of the Postmaster, Simla, in addition to his own duties, during the absence of Mr. J. H. Smith, or until further orders.

The 16th December, 1890.

No. 10017.—Mr. H. C. Roussac, Superintendent of Post Offices, 4th grade, is granted privilege leave for two months, from the 15th December, 1890, or any subsequent date on which he may avail himself of it.

No. 10022.—Mr. G. W. Schoeneman, Superintendent of Post Offices, 4th grade, is granted privilege leave for two months from the 15th December, 1890.

The 17th December, 1890.

No. 10068.—Mr. F. B. O'Shea, Superintendent of Post Offices, 2nd grade, is granted furlough for one year from the 1st January, 1891.

The 19th December, 1890.

No. 10147.—Mr. H. C. Webb, Superintendent of Post Offices, 4th grade, is granted privilege leave for one month, from the 1st December, 1890, or any subsequent date on which he may avail himself of it.

Mr. Bhagwantrao Sakhoba is appointed to be in charge of the current duties of Mr. Webb's Office, in addition to his own, during the absence of Mr. Webb, or until further orders.

No. 10155.—The following appointments are made, *vice* Mr. J. Cornwall, promoted:—

Mr. A. St. G. Pusey, to be Superintendent of Post Offices, 1st grade.

Mr. I. G. J. Hamilton, to be Superintendent of Post Offices, 2nd grade.

Mr. C. Currie, to be Superintendent of Post Offices, 3rd grade.

Mr. J. P. Barker, to be Superintendent of Post Offices, 4th grade.

H. M. KISCH,

Offg. Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 16th December, 1890.

Arnold & Co.	L'Eveque, A. S. E.	Thompson, T. B.
Blackwell, G.	Manager, Bengal	Wolffinger, F. G.
Campbell, R. & Co.	Electric Light Co.	Wollaston, Freres & Co.
Farrington, Mrs.	Parish, M. H.	
Greenbalge, W.	Robinson, M. & Co.	

Letters marked "Care of Post Office."

Abbott, Miss Constance.	Gubbay, J. S.	Pinkas, A. Von.
Ansell, F.	Hauman, A.	Port, Kintzing.
Anderson, Mrs. F. M.	Hammond, Revd. B.	Pootskalo, G.
Ardeschar, C.	Hanley, Mrs. W.	Purcell, Mrs.
Rambridge, G. H.	Harding, Charles.	Richy, L. I.
Barker, Fred.	Hardy, Mrs. G. I.	Rivington, Miss.
Barnes, Mr.	Henderson, Mrs.	Robert, P.
Barrett, Mrs. E. C.	Hewitt, F. I.	Roberts, R. H. E.
Beardmore, J. C.	Hicke, N.	Rosenstein, E.
Bingham, Major C. T.	Hickman, W. C.	Rosenberg, A.
Boddam, R. W.	Hughes, Revd. Mr.	Rupasingha, A. P.
Boileau, Lady.	Humphrys, S. H.	Scott, W. A., Esq.
Boulogne, Mon. De.	Hutton, H.	Seidltetz, C.
Buckland, Mrs. G.	Ingram, Jack.	Senior, Lewis.
W. F.	Johnson, M. A. F.	Shadwell, B.
Bull, H.	Keightley, B.	Sherman, J.
Butler, G. F.	Kirkman, Dr.	Sibthorpe, Lieutenant.
Clarke, M. H.	Lamb, E. G.	Simon, S.
Costello, L.	Lee, W. H.	Smith, E.
Craemers, Mr. Henry	Lindsay, James.	Smith, James.
A.	Lindgren, John.	Stanton, B. P.
D'Padua, J. L.	Little, Mrs. R.	Stuart, C. M.
Dubash, K. M.	Macdonald, M.	Tremble, S.
Egerton, W.	Mackenzie, A.	Trundemann, Revd.
Farmer, C. A.	Macloed, James.	R.
Flynn, Esquire.	Mallitte, G. E.	Twining, T. V.
Fraiser, H. C.	Marsden, C. W.	Vandenkerckhove, F.
Fraiser, William.	Martin, Wm.	Walmsley, Master.
Frost, Joe.	Mitchell, Mrs. H.	White, Dr.
Galbraith, J. R.	Moody, C. J.	Whitehead, E. C.
Geogan, M.	Murray, A. H.	Widrauu, Baron.
Gilmore, D. C.	Hallom.	Wilson, G. F.
Glascock, Captain G.	Nickterton, F.	Wilson, T. N.
Golestein, M. H.	Nolan, Mrs.	Wiss, Dr. E.
Good, W. M.	O'Brien, G.	Wood, Miss M.
Green, H. W.	Paige, Miss H.	Zaremba, F.
	Paulin, William.	

Registered Letters.

Braidwood, L. D.	Livinia, Mrs. Francis.	Pinto, V. M.
DeFarconba, F.	Martin, W.	Rai, Mrs. Alice M. C.
Harris, Thos.	Pincas, A. Von.	Shadwell, B.

Unclaimed Letters held in the Barrackpore Post Office on the 15th December, 1890.

Mathieson, J., Esq.	Rydquist, C. F., Esq.	Wright, D. S., Esq.
Prestage, H. S.	Thompson, Jas., Esq.	

G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

The 20th December, 1890.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta	Route by which despatched.
Egypt, Europe, America, Cape Colonies through United Kingdom.	1890 24th Dec.	Per P. & O. Str. from Bombay.
Ditto (Book Post and Pattern Packets).	23rd "	Ditto.
Mauritius, Mahé (Seychelles), Mayotte, Nossi Be and Réunion.	24th "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam), Philippine Islands, China, and Japan.	29th "	Ditto.
Australia, New Zealand, and Tasmania.	29th "	Ditto.
Madras, Pondicherry, Ceylon, Batavia, Singapore, and China.	21st "	Per French Str. <i>Niemen</i> .
Straits, China, and Japan.	26th "	Per Steamer <i>Kutsang</i> .
Rangoon and Moulmein.	23rd "	Per Steamer <i>Canara</i> .
Ditto ditto.	26th "	Per Steamer <i>Pundua</i> .
Akyah, Kyaukpyu, Sandoway, and Rangoon.	24th "	Per Steamer <i>Commilla</i> .
Port Blair.	23rd "	Via Rangoon.
Singapore, Adelaide, Melbourne, and Sydney.	25th "	Per Steamer <i>Mombassa</i> .

N.B.—The letter-box for inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely; after which hour inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

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G. E. WALKER,

Offg. Presidency Postmaster, Calcutta.

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گورنمنٹ سکول فیری فوج

یہ دوا ٹوٹیکٹھس کا عمدہ بدل ہی اور ٹیکٹھ کے بوٹائلز
تاریکی میں لپیٹنے سے سوپرٹنڈنٹ صاحب سے ایک مقرر
سڑاری واسطے سڑاری کام اور خریدنے کے اور جو ٹوٹی ایک صف
میں پونہ خرید کرنے والا ہو وہ نقد خرید کرنے کی عطا پر
بیکے کے لکھے ہوئے بھاڑ سے خرید دستقا ہی ہے۔
چار اونس کے ٹیکٹھ کے تین روپی چودہ آنے ; آٹھ اونس کے
ٹیکٹھ کے سات روپی چار آنے ; ایک پونہ کے تین کے چودہ روپی

اور عوام الناس بوٹائلز کا دس یعنی لپیٹنے سے
سوپرٹنڈنٹ صاحب سے بقیہ نقد ٹیکٹھ کے لکھے ہوئے بھاڑ سے
خرید فرماتے ہیں یعنی — چار اونس ٹیکٹھ کے چار روپی چودہ
آنے ; آٹھ اونس کے تین کے نو روپی چار آنے ; ایک پونہ کے
ٹیکٹھ سے سترو روپی آٹھ آنے

یہ دوا کلکتہ کے بڑے بڑے دکاندار اور دیسی دوا خانوں
مکتی میں ماسوائے نیمہ مددورہ والا کے محصول دای چار
اونس ٹیکٹھ کے چار آنے ; اور آٹھ اونس کے تین کے آٹھ آنے
اور ایک پونہ کے تین کے بارہ آنے

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By Order of the Vice-Chancellor,

A. M. NASH,
Offg. Registrar.

SENATE HOUSE,
The 19th December, 1890.

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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

In the Goods of JAMES YOUNG, late of Helensborough in Scotland and of Calcutta, Merchant, deceased.

Pursuant to Section 320 of Act X of 1865 and Section 42 of Act XXVIII of 1866, notice is hereby given that all persons having claims against the Estate of James Young, late of Helensborough in Scotland and of Calcutta, Merchant, deceased, should, on or before the 31st day of January, 1891, send in particulars of such claims to the undersigned, after which date no claims will be admitted and the assets of the Estate of the said deceased will be distributed by the Executors with regard only to such claims of which they shall then have notice.

ORR, JOHNSON & ROBERTSON,

*Attorneys for Stephen George Sale
• and William Wilson, Executors
of the will of the said
James Young, deceased.*

4, OLD POST OFFICE STREET,
CALCUTTA,

The 6th December, 1890.

PROMISSORY NOTES.

Lost.

The Government Promissory Notes, Nos. 109017 and 083459, of the 4 per cent. loan of 1842-43 and 4½ per cent. loan of 1879, respectively, for Rs 500 each, originally standing in the names of the Bank of Bengal and Narayan K. Dhurandhar, respectively, and last endorsed to Narayan K. Dhurandhar, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest and for the issue of duplicates in favour of the proprietor, after two years from date of last advertisement.

tor, after two years from date of last advertisement.

NARAYAN K. DHURANDHAR,

Beawar New Cotton Press Co.'s Building.

Lost.

The upper half of the Government Promissory Note, No. 039056, of the 4½ per cent. of 1879 portion, for Rs 100, originally standing in the name of the Agra Bank, Limited, and last endorsed to Jamsetjee Cursetjee Jamsetjee, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

JAMSETJEE CURSETJEE JAMSETJEE,

Mazagone Castle, Bombay.

Destroyed by White-Ants.

The Government Promissory Note, No. 172220, of the 4 per cent. of 1842-43, for Rs 500, originally standing in the name of Brojendro Lall Singhee, and last endorsed to Nitto Soonderi Dassie, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

NRITTO SOONDERI DASSIE,

*66-1, Buleram Day's Street,
Furavanku,
Calcutta.*

Stolen.

The undermentioned Government Promissory Notes, last endorsed to C. Chengalvaraya

Naidu, the proprietor, by whom they were never endorsed to any other person. Payment of the notes in question and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest and for the issue of duplicates in favour of the proprietor, after two years from the date of last advertisement:—

Government Promissory Note, No. 197376, of the 4 per cent. loan of the 1st May, 1865, for ₹1,000, originally standing in the name of Bolly Chand Roy.

Government Promissory Note, No. 202844, of the 4 per cent. loan of the 1st May, 1865, for ₹2,000, originally standing in the name of the Accountant-General, Madras.

Government Promissory Note, No. 110326, of the 4 per cent. loan of the 1st May, 1865, for ₹1,000, originally standing in the name of the Chartered Mercantile Bank of India, London, and China.

Government Promissory Note, No. 110324, of the 4 per cent. loan of the 1st May, 1865, for ₹1,000, originally standing in the name of the Chartered Mercantile Bank of India, London, and China.

Government Promissory Note, No. 190265, of the 4 per cent. loan of the 1st May, 1865, for ₹1,000, originally standing in the name of the Bank of Madras.

Government Promissory Note, No. 190266, of the 4 per cent. loan of the 1st May, 1865, for ₹1,000, originally standing in the name of the Bank of Madras.

Government Promissory Note, No. 143101, of the 4 per cent. loan of the 1st February, 1843, for ₹1,000, originally standing in the name of V. Canacavally Ammall.

C. CHENGALVARAYA NAIDU,

*Residing at Siruvangunam,
Madurantakum Taluk,
Chingleput District.*

Stolen.

The Government Promissory Note, No. 277677, of the 4 per cent. of 1865, for ₹1,000, originally standing in the name of the Bank of Bengal, and last endorsed to Roger Thompson Darwin, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest and for the issue of a duplicate in favour of the proprietor after two years from date of last advertisement.

ROGER THOMPSON DARWIN,

Fort Stedman, Upper Burma.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART V.

Bills introduced into the Council of the Governor General of India for making Laws and Regulations or published under Rule 22.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced into the Council of the Governor General of India for the purpose of making Laws and Regulations on the 19th December, 1890:—

NO. 19 OF 1890.

A Bill to amend the Indian Merchant Shipping Act, 1880.

WHEREAS it is expedient to amend and add to the provisions of Chapter II of the Indian Merchant Shipping Act, 1880, respecting Unseaworthy and Unsafe Ships; It is hereby enacted as follows:—

1. (1) This Act may be called the Deck and Load Lines Act, 1891:

(2) It shall come into force on the ninth day of June, 1891.

2. To section 4 of the Indian Merchant Shipping Act, 1880 the following shall be added, namely:—

“ ‘Amidships’ means the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern-post.”

3. For sections 33 to 43, both inclusive, of the Indian Merchant Shipping Act, 1880, the following sections shall be substituted, namely:—

“Deck and Load-lines.

33. (1) Every British Indian ship shall be permanently and conspicuously marked outside with lines of not less than twelve inches in length and one inch in breadth painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

(2) The upper edge of each of these lines shall be level with the upper side of the deck-plank next the waterway at the place of marking.

(3) The lines shall be white or yellow on a dark ground, or black on a light ground.

34. (1) The master of every British ship not being a coasting-vessel within the meaning of the Sea Customs Act, 1878, shall, before his ship is entered outwards from any port in British India upon any voyage, or if that is not practicable, as soon after as may be, mark, outside upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of this Chapter or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt water to which it shall be lawful to load the ship.

(3) When a ship has been marked as by this section required, she shall be kept so marked until she next returns to a port of discharge in British India or arrives at a port in the United Kingdom.

35. (1) The person applying for entry of any such ship outwards shall insert, in the form of application made to the Customs-collector, a statement in writing of the distance in feet and inches between the centre of such disc and the upper edge of each of the lines indicating the position of the ship's decks which is above such centre; and if default is made in delivering this statement, the Customs-collector may refuse to enter the ship outwards.

(2) A copy of this statement shall be entered in the agreement with the crew before it is signed by any member of the crew; and a shipping-master shall not proceed with the engagement of the crew until this entry is made.

(3) The master shall enter a copy of this statement in the official log-book (if any).

36. (1) The master of every British ship which is a coasting vessel within the meaning of the Sea Customs Act, 1878, shall, before proceeding to sea from any port, mark outside upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of this Chapter or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt water to which it shall be lawful to load the ship.

(3) When a ship has been marked as required by this section, she shall be kept so marked until notice is given of an alteration.

37. (1) The master of every such ship shall also once in every twelve months, immediately before the ship proceeds to sea, send or deliver to the Collector, or other principal officer of Customs of such port as the Local Government may, from time to time, appoint in this behalf, a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.

(2) The master, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the Collector or other principal officer of Customs aforesaid notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.

(3) If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the master shall be punished with fine which may extend to one thousand rupees.

38. The foregoing provisions of this Chapter with respect to deck and load-lines are subject to the provisions of the two next following sections.

39. (1) The position of the disc mentioned in section 34 and section 36 shall be fixed in accordance with the tables framed by the Load-line Committee appointed in the United Kingdom before the passing of the Merchant Shipping Act, 1890, subject to such allowance as may be made necessary by any difference between the position of the deck-line marked under the provisions of this Chapter or of the Merchant Shipping Act, 1876, and the position of the line from which free-board is measured under the said tables, and subject also to such modifications, if any, of the tables and the application thereof as may from time to time, with the previous approval of the

Governor General in Council, be sanctioned by the Local Government.

(2) The Local Government shall appoint either a Surveyor employed by Lloyds' Register of British and Foreign Shipping, or an officer specially selected by the Local Government for the purpose, to approve and certify on its behalf from time to time the position of any such disc as aforesaid, and any alteration thereof, and may fix fees to be taken in respect of any such approval or certificate.

40. (1) The Local Government may from time to time make rules—

(a) determining the lines or marks to be used in connection with any such disc as aforesaid, in order to indicate the maximum load-line under different circumstances and at different seasons, and declaring that the provisions of this Chapter are to have effect as if any such line were drawn through the centre of the disc;

(b) as to the mode in which the disc and the lines or marks to be used in connection therewith are to be marked or affixed on the ship, whether by painting, cutting, or otherwise;

(c) as to the mode of application for, and form of, certificates under this Chapter; and

(d) requiring the entry of such certificates, and other particulars as to the draught of water and freeboard of the ship, in the official log (if any) of the ship, or other publication thereof on board the ship, and as to delivering copies of such entries.

(2) All such rules shall, while in force, have effect as if enacted by this Act.

41. Any master of a ship who neglects to cause his ship to be marked as by this Chapter required, or to keep her so marked, or who allows the ship to be so loaded that when in perfectly smooth salt-water the centre of the disc is submerged,

and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate, any of the lines or marks prescribed by or under this Chapter, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy,

shall be punished for each such offence with fine which may extend to one thousand rupees.

42. If any of the lines or marks prescribed by or under this Chapter is in any respect inaccurate so as to be likely to mislead, the master of the ship shall be punished with fine which may extend to one thousand rupees.

43. The provisions of this Chapter as to load-lines shall not apply to ships coming from ports in the United Kingdom and marked with such lines in accordance with the provisions of the law for the time being there in force.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to apply to British India (subject to the exceptions set forth in Act VII of 1880, sections 3 and 43) those provisions of the Statute 53 Vict., cap. 9, sections 1 and 2, respecting load-lines, which apply to ships about to enter outwards from ports in the United Kingdom and to ships employed in the coasting trade on the coasts of that Kingdom.

2. A copy of the Statute, of the tables framed by the Load Line Committee in 1885, of the Report of that Committee, and of the Instructions issued by the Board of Trade to Officers in British Possessions abroad (including the regulations made by the Board of Trade under the Statute) is appended to this Statement.

The 16th December, 1890.

D. BARBOUR.

LOAD-LINE COMMITTEE.

TO HIS GRACE THE DUKE OF RICHMOND AND GORDON, K.G., &c., PRESIDENT
OF THE BOARD OF TRADE.

MY LORD DUKE,

In pursuance of the request of the late President of the Board of Trade (the Right Hon. Joseph Chamberlain, M.P.), we have given our most careful consideration to the following questions respecting the determination of the load-lines of merchant ships, and have the honour to report thereon, as follows:—

The questions put to us were—

- “(1) Whether it is now practicable to frame any general rules concerning free-board which will prevent dangerous overloading without unduly interfering with trade?
- “(2) If so, whether any, and which, of the existing tables with any, and what alterations, or any other, and what tables should be adopted?
- “(3) How far any such tables can be adopted as fixed rules, and what amount of discretion must be left to the officers who have to see that they are complied with?”

Before replying to these questions, we deemed it desirable (notwithstanding the close and technical acquaintance with merchant ships, and with the conditions of safe loading, which members of the Committee from their avocations necessarily possess) that we should together visit the principal mercantile ports, and there make joint observations of the load-lines at present marked upon ships, and of the nature and extent of the actual loading practised. We also thought it well to avail ourselves of the opportunities thus afforded for conferring freely with shipowners, managers, masters, seamen, and others connected with the mercantile marine, and of receiving from them such evidence as they were willing to offer. We have likewise taken in London a considerable body of evidence. In order that your Grace may readily observe how numerous and how experienced have been the witnesses who have thus voluntarily contributed to the fulness of our information, we append to this report a list of their names.

Mr. Thomas Gray, C.B., and Sir Digby Murray, Bart., and likewise Mr. Benjamin Martell and Mr. T. B. Royden have furnished all such information upon the subject as the large resources of the Board of Trade and of Lloyd's Register Office, and of the Liverpool Registry, respectively, have enabled them to supply.

As the result of our prolonged consultations and labours, we have unanimously arrived at the following replies to the questions before recited, *viz.*:—

1. We are of opinion that it is now practicable to frame general rules concerning freeboard, which will prevent dangerous overloading without unduly interfering with trade.

2. We have the pleasure to submit herewith tables which we consider should be adopted.

3. We are of opinion that these tables can be adopted, at least for all existing types of cargo vessels, and for some years to come, without the exercise of any other discretion on the part of the officers who have to see that they are complied with, than that which concerns the quality and condition of the ship. The freeboards assigned by the tables herewith are suitable for vessels of the highest class in Lloyd's Register, or of strength equivalent thereto, and should be increased for ships of inferior strength.

To the responsible authorities a large discretion must be allowed, *viz.*, that of applying the tables themselves with reasonable modifications to any very exceptional vessels which may now exist, or may hereafter be constructed.

For, careful as we have been to give full consideration to all actual types and sizes of vessels, we cannot but admit that undue interference with trade might occasionally arise were the tables to be applied henceforth to all ships, present and future, without any exception whatever. We are well aware that the discretion which we thus regard as necessary is such as should be exercised with very great skill, care, and judgment; but we see no reason why those charged with the responsible duty of preventing the overloading of merchant ships should not have at their command all needful assistance.

The tables submitted herewith are of the same general form as those hitherto adopted by Lloyd's Register Office, and, like them, involve the reservation above water of a regulated minimum percentage of the total buoyancy. At the same time these tables secure that a sufficient height of deck above water to which the Board of Trade advisers have justly attached much importance. The views of the Board of Trade advisers concerning the value of forecastles, poops, and like deck erections, and the necessity for a liberal amount of freeboard in flush deck vessels which are deprived of such erections have likewise received our careful attention, and have had their due influence upon the tables submitted herewith. The same may be said with reference to the freeboards assigned to vessels of extreme proportions, and to vessels of very fine forms. The Board of Trade distinction between winter and summer freeboards has likewise, after the fullest consideration, been adopted.

The tables as now submitted involve only such limited modifications of the freeboards assigned by the latest tables of Lloyd's Register Office as Mr. Benjamin Martell is able to freely accept and cordially concur with. The same may be said of the extension of the tabular forms by the addition thereto of corrections for changes of length and for voyages in summer, and in the North Atlantic in winter.

In the tables submitted, the definitions of length, breadth, depth, sheer, round of beam and freeboard, have undergone revision. The changes introduced have been made for the purpose of simplifying the assignment and marking of freeboards, and although they modify in one or two points the directions of the fourth section of the Merchant Shipping Act of 1873, and may therefore render legislation necessary, the measure required would be of so brief, simple, and non-contentious a character as to render its passage easy.

It will be observed by the tables that they refer exclusively to cargo-carrying vessels. We have not considered it necessary to carry our investigations into the differences which may be made in the loading of passenger vessels. But it must be understood that under any circumstances those tables contain the maximum loading that should be permitted to any class of vessel.

In view of the unanimity with which we have arrived at our results, it is deemed unnecessary to trouble your Grace with the evidence which has been taken, or with the information prepared and contributed by the various members of the Committee for its guidance from time to time.

In closing our labours which were commenced in January 1884, and have since proceeded continuously, we cannot but express our great satisfaction at the attainment of the unanimity just referred to. The subject placed before us by your Grace's predecessor was one of extreme complexity and also one which had come to be regarded with much diversity of view (as was natural where the profit and loss of the largest commercial operations ever carried on upon the sea are involved), and therefore it would not have been surprising if we had failed to arrive at conclusions which we could all accept. But by thoroughly considering every important point as it has arisen, and by making reasonable concessions to each other on matters of opinion, we have succeeded in arriving unanimously at our results. As the Board of Trade, Lloyd's Register Office, and the Liverpool Registry are all represented upon this Committee, the importance of this concurrence will be manifest.

We have the honour to be,

My Lord Duke,

Your Grace's obedient Servants,

(Signed)	E. J. REED, <i>Chairman</i> .
"	W. DENNY.
"	ROBT. DUNCAN.
"	JAMES DUNN.
"	FRANCIS ELGAR.
"	THOMAS GRAY.
"	WILLIAM GRAY.
"	JAMES LAING.
"	B. MARTELL.
"	DIGBY MURRAY.
"	T. B. ROYDEN.
"	THO. SUTHERLAND.

(Signed) REGINALD BINGHAM,

Secretary.

TO HIS GRACE THE DUKE OF RICHMOND AND GORDON, K.G., &c., PRESIDENT OF
THE BOARD OF TRADE.

MY LORD DUKE,

It appears to the members of the Load-Line Committee who are unconnected with the Board of Trade that it would be advisable to add to the Report of that Committee, now submitted for your Grace's consideration, the following observations:—

It is not assuming too much to say that the origin of this Committee may be traced to the confusion caused by differences of opinion which frequently arose between shipowners and the Board of Trade with respect to the proper loading of vessels. It had become necessary, both in the interests of shipowners and for the satisfactory working of the department charged with the duty of preventing overloaded vessels from proceeding to sea, that an end should be put to a state of tension and uncertainty with regard to what should be considered a safe and proper load-line for vessels, more especially for those engaged in carrying heavy cargoes.

If the labours of the Committee should be considered by your Grace to have resulted in a settlement of this most difficult question, it seems necessarily to follow that a compulsory load-line, based on the tables now submitted, should at no distant date be enforced. It is under this impression that we venture to draw your Grace's attention to one or two matters which, although they may not have come strictly within the scope of our inquiry, are, we believe, nevertheless of vital importance to the ultimate success of our work.

The first matter to which we would refer is that if a compulsory load-line should be resolved upon, it will be necessary to apply the same limitations to vessels under foreign flags as to our own vessels when loading in this country or in the colonies of Great Britain. We allude to this, which would seem indeed to be an obvious necessity, because it has been brought before us in evidence that foreign vessels are frequently grave offenders in respect to overloading. It will be for your Grace's consideration whether it may be possible to establish an understanding with the leading Maritime Powers on the subject; but at all events it will, in our opinion, be impossible to enforce compulsory load-lines on the merchant ships of this country without at the same time requiring their application in British and colonial ports to ships under other flags competing with them.

The next matter to which we would refer is that, in our opinion, if a compulsory load-line is to be enforced, it will be essential to constitute a public authority competent to administer such a measure in a manner that will command the fullest confidence.

It has been carefully pointed out in the Report of the Committee that the tables which are now submitted must be applied "with very great skill, care, and judgment." It will, therefore, be necessary to secure some system of administration capable of giving due and well considered effect to the principles embodied in those tables, not only by a just application of such principles to the many and various types of ships which at present exist, but also by their adaptation to future changes and developments, which are certain to ensue from the progress of naval architecture.

In our judgment, it would only tend to failure to entrust the task which we describe to any purely official administration. The duty of assigning compulsory load-lines, if it is to be undertaken, must, we consider, be entrusted to some body of a more representative character, which should consist not only of officials, but also of gentlemen who, as shipowners, naval architects, seamen, and perhaps underwriters, would bring to bear on this work great knowledge and experience, and who, by reason of that knowledge and experience, and also of their high standing in their several professions, would ensure such a fulfilment of the duty confided to them as would command the confidence of the country.

In stating this as our conviction, it is needless to say that we do not intend to imply that the authority or Council which we suggest should be independent of the Minister responsible to Parliament; but we believe that it will be absolutely necessary for the Minister to have the assistance of such a body as we have described, to enable him to give effect to a compulsory load-line system. We do not consider that there would be any great difficulty in constituting the authority which we thus distinctly advocate.

It only remains for us to add that a compulsory load-line system will also demand scientific as well as practical knowledge on the part of the staff engaged in the work, not only in London, where, we presume, the final determination of freeboard will have

to be carried out, but also at the outposts where primary investigations must necessarily take place.

We have the honour to be,
My Lord Duke,
Your Grace's obedient Servants,
(Signed) E. J. REED, *Chairman*.
" WM. DENNY.
" ROBT. DUNCAN.
" JAMES DUNN.
" FRANCIS ELGAR.
" WILLIAM GRAY.
" JAMES LAING.
" B. MARTELL.
" T. B. ROYDEN.
" THO. SUTHERLAND.

*Board of Trade,
14th August, 1885.*

DEAR SIR,

I have duly received and presented to Parliament the Report of the Load-Line Committee, together with the tables accompanying it, and I shall give the Report careful and immediate consideration.

I cannot, however, allow any time to elapse after receiving the first complete record of your valuable inquiry without begging you to accept on your own account as Chairman of the Committee, and to convey to your Colleagues the best thanks of Her Majesty's Government for the manner in which this most difficult and complicated investigation has been conducted, and for the great amount of ability and labour which has been ungrudgingly bestowed upon it by every one of its members during the last eighteen months.

I am well aware that when my predecessor, Mr. Chamberlain, invited the Committee to undertake this important task, their time and attention were already largely engaged by business, and that it was asking them to make no inconsiderable sacrifice of their private convenience for the general good. But it was felt with confidence that the consideration of the serious interest of this matter to the great shipping interests of this country would be a sufficient inducement to them to give the subject such an amount of care and attention as was necessary to bring their labours to a satisfactory conclusion.

That care and attention have been ungrudgingly bestowed, and the unanimous conclusion at which you have arrived on a subject which has caused so much difficulty to the Shipping Interest and to the Department over which I have the honour to preside, satisfies me that the expectations thus entertained were fully justified.

I have now the pleasure of congratulating the Committee upon the conclusion of their labours, and to beg that you and your colleagues accept my personal thanks, in addition to those of the Government, for the invaluable aid which they will have afforded to me as President of the Board of Trade in my responsible duties with respect to this difficult subject.

I am,
Dear Sir,
Your obedient Servant,
(Signed) RICHMOND AND GORDON.

To Sir Edward Reed, K.C.B., M.P.

SIR,

14th August, 1885.

I HAVE to acknowledge the receipt of the letter signed by yourself and other non-official members of the Load-Line Committee which accompanied the unanimous report of that Committee.

The subjects to which this letter relates are of the gravest importance, and will, of course, receive careful consideration at my hands. But they fall within the scope of the Royal Commission now sitting, and will be laid before that Commission with such further evidence as may be necessary.

Under these circumstances, and until that Commission reports, it would be premature to attempt to discuss your letter at length.

I am,
Sir,
Your obedient Servant,
(Signed) RICHMOND AND GORDON.

To Sir Edward Reed, K.C.B., M.P.

*Board of Trade (Marine Department),
Whitehall Gardens, S. W.,
December, 1883.*

SIR,

I am directed by the Board of Trade to call the attention of
to the enclosed memorandum on the
subject of a load-line for merchant ships.

Under the circumstances stated in this memorandum, it appears to the Board of Trade to be time to take a further step, and they propose to submit to a departmental committee, consisting of representatives of the public and of the interests concerned, the following questions:—

- (1) Whether it is now practicable to frame any general rules concerning freeboard, which will prevent dangerous overloading, without unduly interfering with trade?
- (2) If so, whether any, and which, of the existing tables, with any, and what, alterations, or any other and what tables should be adopted?
- (3) How far any such tables can be adopted as fixed rules, and what amount of discretion must be left to the officers who have to see that they are complied with?

I am,

Sir,

Your obedient Servant,

T. H. FARRER.

Memorandum on Load-Line for Merchant Ships.

From the time of the appointment of the Unseaworthy Ships Commission to the present time, the question of overloading has been prominent, and has engaged the constant attention of the Board of Trade. When Parliament thought fit to invest the Board of Trade and its officers with the power of detaining unseaworthy ships, it became their duty to detain ships which appeared to them to be dangerously overladen. In doing this, it was desirable, if possible, to act on certain principles, and it has been the constant endeavour of the Board to arrive at such principles, and to procure the co-operation of the shipping interest in so doing.

In 1895 they invited the Committee of Lloyd's Register, which so largely represents the shipping interest, and the Committee of the Liverpool Underwriters Registry, to appoint a committee consisting of representatives of the two registries and of the Board of Trade to consider the question of load-line. That Committee, after holding several meetings, broke up, because the representatives of Lloyd's Register could not agree with the Liverpool representatives upon the elements of the question to be discussed.

In the meantime, it was necessary for the Board of Trade to act, and, as their officers required instructions, a certain set of tables of freeboard were prepared, which have been the subject of much misapprehension. They were not, as has sometimes been supposed, hard and fast rules, nor were they prepared or used as final decisions of the Board. They were not in the first instance even promulgated or published, but were given to the staff of the Board as tentative rules, and as points of departure, in the application of which to particular cases the officers of the Board were desired to use their own judgment.

But the difficulty which is inseparable from the exercise of a discretionary power, and which has been experienced by the Board of Trade in many other similar cases, soon arose. Complaints were made of the discretionary powers of the Board's officers, and shipowners expressed their desire, not only to know what were the principles on which these officers acted, but to have those principles made definite in their application, so that they might be able to know, before loading, whether their ships would be detained or no. This desire appeared to the Board reasonable, and although the difficulties of preparing fixed rules of freeboard remained as great as before, the Board did their utmost to comply, by issuing to the Trade the tables above referred to. But in thus complying with the desire of the Trade, the Board did not issue these tables as final conclusions: on the contrary, they expressly invited that criticism which has been so abundantly given.

A further step in the same direction has been taken by the Committee of Lloyd's Register in issuing a set of tables prepared by their own officers. These tables also were issued as tentative, and not as hard and fast rules, and although, as might be expected in rules issued by a body which largely represents the shipping interest, they have been less hostilely criticised by members of that interest than the rules of the Board of Trade, they have not met with universal approval.

Under these circumstances, it appears to the Board of Trade that it is time to take a further step, and they propose to appoint another departmental committee to consider this subject.

In doing this, it is scarcely necessary to insist on the difficulties of the question, or on the various points which will have to be taken into consideration. But it may be useful to advert shortly to one or two points of importance.

So long ago as 1870 a report of the Council of the Institution of Naval Architects was presented to Parliament, containing a strong recommendation that a certain minimum freeboard should be required. What that freeboard would be, is shown by the following paragraphs of that report:—

Extract from Parliamentary Paper, 157—1870, referred to above.

* * * * *

"There is a minimum height of freeboard which cannot be safely reduced in sea-going ships of ordinary fitment, and it is desirable to fix this minimum height. Freeboard should be understood to be the vertical height of the upper surface of the upper deck (not spar deck) at the side, amidships, above the load water-line. The proportion of freeboard should increase with the length. One-eighth of the beam is a minimum freeboard for ordinary sea-going ships of not more than five breadths to the length, and $\frac{1}{8}$ of the beam should further be added to the freeboard for each additional breadth in the length of the ship; this would give—

"for a ship of 32 feet beam and 160 feet long, 4 feet freeboard ;

"for a length of 192 feet, 5 feet freeboard ;

"for a length of 224 feet, 6 feet freeboard ;

"for a length of 256 feet, 7 feet freeboard, the beam remaining the same, but as the addition of a spar-deck on long vessels may be considered an equivalent or substitute for the increased freeboard required for extra length, a complete spar-deck would leave the freeboard of these extra lengths at the original height of 4 feet.

"It is not considered desirable to offer any recommendations with regard to poops and fore-castles. It must depend entirely upon the professional judgment

Poops and forecastles.

of the designer of a ship, whether, looking to her proportions, form, and purpose, the additions of poop and forecastle are expedient and safe. In general, where poops and forecastles are adopted, they should be closed and seaworthy, but their weight may be inexpedient in long fine ships; and there are cases where a light topgallant forecastle (*i.e.*, an open forecastle raised above the level of the upper deck) may be useful in keeping heavy seas out of the ship. In general, spar-decks in long ships are preferable to poop and forecastle, and no diminution of freeboard should be allowed for a poop or forecastle."

The above passage is important, since it shows what is the freeboard which a few years since an important scientific body considered necessary for safety. That freeboard starts with four feet as a minimum freeboard for ordinary merchant ships, and in spar-decked ships would require the whole height of the space between the main-deck and the spar-deck to be added to the minimum of four feet. The freeboards deemed then necessary by this body are so greatly in excess of the present practice of shipowners, or of anything that has ever been required of them, as to show either that the Institute of Naval Architects at the time they made their report was altogether at variance with the practice of the trade, or that the freeboard in actual use has greatly diminished in the course of the few years during which the question has been under discussion. In either event, the difference above referred to illustrates the difficulty of the subject.

It must be remembered that this question cannot be regarded from a shipowner's point of view alone. If the interest of the shipowner in bringing home his ship safe were in all cases such as to make that his first object, no legislation and no rules would be necessary. But, under the present state of the law, this is not the case; and the interest of the public, and of the men whose lives are at risk, will be sacrificed, unless the rules are such as to compel the reckless and ignorant to do that which they would not otherwise do. Any rules which are founded on the experience of the inferior class of shipowners will be an evil, and will lower instead of raise the standard.

In the case under consideration, this primary difficulty is much increased by the number of varying data which have to be taken into consideration. Thus the dangers from overloading may be stated to include the following, *viz.* :—

1. The decks may be swept by the sea and the crew washed off.

2. The sea may pour on to the deck faster than the freeing ports will relieve it and get into the ship through hatchways or other insufficiently protected openings.

3. The ship may be so heavy that a very slight addition to her weight may sink her.

4. The ship may be deficient in stability.

5. The ship may be too weak in construction to bear the strain of heavy cargo.

The dangers above referred to vary according to many varying causes, besides the mere depth of the ship in the water. All the following are different factors which have to be taken into consideration:—

1. General form and size of ship.

2. Form of the ship below water.

3. Form and construction of deck.

4. Strength of the hull.

5. Construction and strength of hatchways and all other deck openings.

6. Means of escape for water on deck.

7. Nature as well as weight of cargo.

8. Relative position and stowage of different parts of cargo.

9. Nature of voyage.

10. Probable weather or voyage, remembering that the seasons differ in different parts of the world.

Out of these, the first six alone can be known when the ship is built. The last four differ from time to time, and any rule as to load-line must be so made and applied as to vary accordingly.

Thus it is obvious that the number and variety of the dangers to be avoided, and of the different factors to be taken into consideration, make the compulsory determination of load-line one of very peculiar difficulty. And the difficulty is made more formidable by the important consequences which will arise from any mistake. If the load-line is fixed too low, it is a serious detriment to the carrying powers of British ships. If fixed too high, it is a legislative sanction of a dangerous practice.

BOARD OF TRADE,

21st November 1883.

**LIST OF WITNESSES WHO HAVE GIVEN EVIDENCE BEFORE THE
LOAD-LINE COMMITTEE.**

Date.	Place.	Witness.
February 8th, 1884	London . . .	Mr. David MacIver, M.P.
February 21st, 1884	Hull . . .	Mr. Wm. Bailey.
"	" . . .	" J. R. Ringrose.
"	" . . .	Capt. Tully.
"	" . . .	Mr. Charles H. Wilson, M.P.
February 22nd, 1884	W. Hartlepool . . .	Capt. R. D. Clark.
"	" . . .	" Coleman.
"	" . . .	Mr. E. Cory.
"	" . . .	Capt. Dew.
"	" . . .	" Dixon.
"	" . . .	Mr. Matthew Gray.
"	" . . .	" G. J. H. Hogg.
"	" . . .	" George Horsley.
"	" . . .	" T. S. Hudson.
"	" . . .	" R. M. Middleton.
"	" . . .	" R. Ropner.
"	" . . .	" Philips.
"	" . . .	" Edward Withy.
"	" . . .	Capt. Wood.
March 6th, 1884	Newcastle . . .	Capt. Manson.
"	" . . .	" McNabb.
"	" . . .	Mr. Renwick.
"	" . . .	" W. D. Stephens.
"	" . . .	" Alex. Taylor.
"	" . . .	Capt. Turpin.
"	" . . .	Mr. Whitfield.
March 7th, 1884	Sunderland . . .	Mr. J. Darney.
"	" . . .	" James Horn.
"	" . . .	" Macoll.
"	" . . .	Capt. Pinkney.
"	" . . .	Mr. D. G. Pinkney.
"	" . . .	" F. Ritson.
"	" . . .	" John Sanderson.
"	" . . .	" John Young Short (per Mr. Roche).
"	" . . .	" Robert Thompson.
March 21st, 1884	Glasgow . . .	Capt. Michael Breakenridge.
"	" . . .	Mr. John M. Campbell (of Messrs. Brown and Watson).
"	" . . .	" Thomas Carmichael.
"	" . . .	" J. D. Clink.
"	" . . .	" Robert Craig.
"	" . . .	" Nathaniel Dunlop.
"	" . . .	Capt. Alex. Ellis.
"	" . . .	Mr. George Gallilee.
"	" . . .	" T. C. Guthrie.
"	" . . .	" A. C. Henderson (Anchor Line).
"	" . . .	" James Lilburn.
"	" . . .	" D. McDougall.
"	" . . .	" W. E. McLaren.
"	" . . .	" Ben. Normand.
"	" . . .	" W. H. Raeburn.
"	" . . .	" Geo. Smith (City Line).
"	" . . .	Capt. Turnbull.
"	" . . .	" John Young.
March 22nd, 1884	Leith . . .	Mr. James Currie.
"	" . . .	Capt. Hossack.
"	" . . .	" Raeburn.
"	" . . .	" Robertson.
"	" . . .	" Simpson.
"	" . . .	Mr. Somerville (on behalf of the Shipowners of Leith).

Date.	Place.	Witness.
April 9th, 1884	Liverpool	Mr. R. Alexander.
"	"	" Wm. Alexander.
"	"	" J. Henry Beazley.
"	"	" Brocklebank.
"	"	Capt. Crawford.
"	"	Mr. Cruickshank.
"	"	" Dixon.
"	"	" David Fernie.
"	"	" Robert Greenshields.
"	"	Capt. Hewitt, of White Star Line.
"	"	Mr. Joshua M. Heap.
"	"	" Alfred Holt.
"	"	" Wm. Johnston.
"	"	Capt. Kenney.
"	"	Mr. Wm. Lowden.
"	"	" L. H. Macintyre.
"	"	Capt. Paton.
"	"	Mr. James Poole.
"	"	" Wm. Ray.
"	"	" James Robinson.
"	"	" W. W. Rundell (Liverpool Registry).
"	"	Messrs. Thompson and Anderson.
"	"	" W. and R. Thomson.
"	"	Mr. Wm. Welsh.
"	"	" Henry West (Liverpool Registry).
"	"	" J. Whiting.
"	"	" John Williamson.
April 24th, 1884	Cardiff	Capt. J. H. Anning.
"	"	Mr. Charles Barrie (of Dundee).
"	"	" John Robert Christie.
"	"	" Fred. Edwards.
"	"	Capt. Guthrie.
"	"	Mr. Alfred Holman.
"	"	Capt. Jackson Powley.
"	"	Mr. A. B. Tellefsen.
April 25th, 1884	Bristol	Capt. Evan Evans.
"	"	Mr. John Edwards.
"	"	Capt. Wm. Gummer.
"	"	Mr. Roger Moore.
"	"	Capt. Tomlinson.
"	"	Mr. Mark Whitwill.
"	"	" Charles Wills (Chamber of Commerce).
"	"	Capt. Thomas Young.
"	"	And the following seamen :—
"	"	Walter Cowper.
"	"	Daniel Lynch.
"	"	Capt. William Stamper.
"	"	" " Thompson.
"	"	John Warden.
May 20th, 1884	London	Capt. Andrew, Superintendent of Oriental Steam Navigation Company.
"	"	Capt. Froud, deputed by Shipmasters Association of London.
"	"	Capt. Holt, deputed by Shipmasters Association of London.
"	"	Capt. Hutton, Superintendent of "Glen Line."
"	"	" T. Coulter Kerr, Surveyor of Shipping for the Government of India.
"	"	Mr. Stephen Williamson, M.P., of the Firm of Messrs. Balfour, Williamson, and Co.
May 21st, 1884	London	Capt. Cowie, Principal Officer of the Board of Trade for the East Coast of England, Hull.
"	"	Mr. James Fortescue Flannery, Consulting Engineer.
"	"	Capt. Kiddle, R.N., Principal Officer of the Board of Trade for the North of Ireland District, Dublin.
"	"	Mr. L. Mills, Principal Officer of the Board of Trade for the North-East District of England, North Shields.
"	"	Mr. T. W. Sweet, Shipowner.

Date.	Place.	Witness.
May 22nd, 1884	London . . .	Capt. Chalmers, Detaining Officer of the Board of Trade, West Hartlepool.
"	" . . .	Mr. John Corry, Shipowner.
"	" . . .	" James Dixon, Shipowner.
"	" . . .	" William Quiggin, Detaining Officer of the Board of Trade, Sunderland.
May 23rd, 1884	London . . .	Capt. Burgess, R.N., Detaining Officer, Middlesbro'.
"	" . . .	" John Smyth, late Detaining Officer, Swansea.
"	" . . .	" Wilcox, Principal Officer of the Board of Trade, Liverpool.
June 10th, 1884	London . . .	Mr. W. C. Rothery, Wreck Commissioner.
June 11th, 1884	London . . .	Mr. MacFarlane Gray, Chief Examiner of Engineers, Board of Trade.
"	" . . .	Mr. Philip Jenkins, Surveyor to Lloyd's Register of Shipping.
June 12th, 1884	London . . .	Mr. C. E. Parker Rhodes, late Acting-Consul at Havre, and Vice-Consul, Dieppe.

EXPLANATION of the following TABLES of FREEBOARD for the various Types of STEAM and SAILING VESSELS.

IN the following tables the word Freeboard denotes the height of the side of a ship above the waterline at the middle of her length, measured from the top of the deck at the side, or, in cases where a waterway is fitted, from the curved line of the top of the deck continued through to the side. The freeboards and the corresponding percentages of reserved buoyancy necessary for flush-deck steamers not having spar or awning-decks for awning-deck steamers, and for flush-deck sailing vessels, are given in Tables A., C. and D. for vessels of these classes and of various dimensions and proportions. The freeboards necessary for spar-deck steamers are given in Tables B. The latter are determined by considerations of structural strength, and they denote the limitations to depth of loading which are thereby imposed upon first class vessels of this type. The freeboards and percentages of reserve buoyancy thus obtained being in excess of what would otherwise be required, the amounts of such percentages are not given in Tables B.

The exact freeboard required for a given ship belonging to any of the classes comprised in Tables A., C., and D., may be calculated by constructing a displacement scale to the height of the deck to which the freeboard is measured, so as to give the whole external volume up to the upper surface of that deck. The percentage of the total volume which is given in the tables as the reserve buoyancy for a vessel of given type and dimensions will be the amount of volume that must be left out of the water. If a water line be drawn upon the displacement scale aforesaid to cut off the given percentage of total volume, the height of side above this line will be the freeboard required.

In order to simplify and reduce the work that would be involved by the above mode of determining the water line and the consequent freeboard, that correspond to a given percentage of reserve buoyancy, an approximate method is adopted in the following tables, which enables the freeboard of a vessel to be calculated with a sufficient degree of accuracy for all ordinary working purposes. The use of this method not only saves the time and labour that would be involved by making a complete displacement scale for the whole external volume of a ship, but, what is much more important, it makes the tables easily and directly applicable in cases where such a displacement scale for a vessel is not at hand, or where the data requisite for constructing one is not procurable.

In this approximate method the form of the ship is taken into account by means of proportionate quantities, which are termed coefficients of fineness, instead of by the exact volumes that a displacement scale would give. It is found that the whole internal volume of a ship as measured for register tonnage divided by the product of the length, breadth, and depth, measured as described in the following clauses, 1, 2, and 3, gives a fractional quantity or coefficient which bears a nearly constant relation to the quantity that would be obtained by dividing the whole external volume below the upper surface of the deck by the product of the length, breadth, and depth. This fractional quantity is called the "coefficient of fineness" for freeboard purposes; and it serves the same practical object, when combined with the dimensions of the ship in the manner explained in the tables, as the volume itself would do.

In applying such an approximate method as the above, it is necessary to connect the coefficients of fineness given in the tables with a standard sheer and round of beam. The standard scales for sheer and round of beam that have been adopted for this purpose are given in clauses 16 and 17 hereafter. Descriptions are also there given of the corrections that should be made for deviations from these standard amounts.

The freeboards given in the tables are for flush-deck vessels in all cases. Such reductions in freeboard as may be allowed for deck-erections of various kinds and sizes in steamers not having spar or awning-decks, and in sailing vessels, are described in paragraphs 11, 12, 13, 14, and 15.

No reduction of freeboard should be allowed on account of deck-erections in spar-deck and awning-deck steamers.

Tables A. and D. give the minimum freeboards for first class iron and steel vessels, the strength of which is at least equal to the requirements of the 100A class in Lloyd's Register for three-deck and smaller vessels. The freeboard of all other iron and steel vessels, classed or unclassed, should be regulated by the same standard; the increase of freeboard required in each case being

determined by the limit at which the stress per square inch upon the material of the hull amidships shall not exceed that of the standard class, of the same proportions, form, and moulded depth, when loaded to the freeboards required by Tables A. and D. Tables B. and C. give the freeboards for vessels built in accordance with or equal to the requirements of Lloyd's Register for the spar and awning-deck classes; and are subject to the conditions just stated for any modifications of strength in excess or diminution of the requirements of their respective classes.

1. *Length*.—The length of the vessel is measured on the load-line from the fore side of the stem to the aft side of the stern post in sailing vessels and to the aft side of the after post in steamers.

2. *Breadth*.—The breadth used in obtaining the coefficient of fineness is the extreme breadth measured to the outside of plank or plating as given in the Register Book, or on the certificate of the Ship's Registry.

3. *Depth of Hold*.—The depth used in obtaining the coefficient of fineness is the depth of hold as given in the Register Book, or on the certificate of the Ship's Registry. This dimension is subject to modification in determining the coefficient of fineness as explained in clause 4.

Coefficient of fineness.—The coefficient of fineness in one, two, and three deck and spar-deck vessels is found by dividing 100 times the gross registered tonnage of the vessel below the upper deck by the product of the length, breadth, and depth of hold. In awning-deck vessels the registered depth and tonnage are taken below the main deck.

(a) It is of importance in the application of the rules and tables of freeboard that the coefficient of fineness deduced from the under-deck tonnage and the principal dimensions should be a correct index to the vessel's relative fulness of form, and that a change in any of those elements which affect the coefficient determined in accordance with the rule set forth should be considered, and the necessary correction, having regard to the special circumstances of the case, introduced. Among the cases that have from time to time come under notice are the following:—

(b) Vessel having a cellular bottom throughout, or floors of greater depth than those usually fitted. —In such a case the coefficient as determined from the under-deck tonnage is in most instances slightly greater than it would be if the vessel were framed on the ordinary transverse system with floors of the usual depth. No general rule can be given for guidance; but it is not difficult if the depth and slope of the top of the cellular bottom or floor be compared on the midship section with the depth and slope of an ordinary floor, to determine very closely the amount of the correction necessary.

(c) Vessel constructed with floors of the ordinary kind, but with a cellular bottom for a part of the length amidships under the engines and boilers. —In such a case the registered under-deck tonnage is smaller than it would be if the vessel were framed with ordinary floors throughout, the difference being the tonnage of the space between the top of the cellular bottom in the part amidships and the level of the ordinary floor. The depth of hold is also measured by the customs officials to the top of the cellular bottom, and this depth is inserted in the register. Under such circumstances, in order to arrive at the coefficient of fineness the vessel would have, if built on the ordinary system throughout, and for which the tables are framed, the tonnage of the volume between the top of the cellular bottom and the level of the ordinary floor should be calculated and added to the registered under-deck tonnage. The tonnage so corrected, used in conjunction with the depth of hold to the top of the ordinary floor, gives the coefficient to be used in the tables.

(d) Vessel constructed with a cellular bottom throughout the fore and after holds, but with floors of the ordinary kind fitted for a part of the length amidships under the engines and boilers. —In such a case the tonnage of the space between the top of the ordinary floors in the part amidships and the top of the cellular bottom, if made continuous, should be estimated and deducted from the registered under-deck tonnage, and the remainder employed in conjunction with the depth of hold to the top of the cellular bottom in determining the coefficient of fineness.

- (e) Other cases may in practice arise in which the registered under-deck tonnage, or the registered depth of hold, or both, require modification before being used in the determination of the coefficient of fineness, but little difficulty will be experienced in making the necessary correction if it be remembered that the coefficient sought is the coefficient the vessel would have if framed on the ordinary transverse system.

5. *Moulded Depth*.—The moulded depth of an iron or steel vessel, as given in the tables, is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line, except in spar and awning-deck vessels, in which the depth is measured from the top of the *main* deck beams. In wooden and composite vessels the moulded depth is taken to be the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

- (a) The form at the lower part of the midship transverse section of many wooden and composite vessels being of a hollow character, as in cases where thick garboard strakes are fitted, the moulded depth in such instances should be measured from the point where the line of the flat of the bottom continued cuts the keel.

6. *Freeboard*.—The moulded depth, taken as above described, is that used in the tables for ascertaining the amount of reserve buoyancy and corresponding freeboard in vessels having a wood deck, and the freeboard is measured from the top of the wood deck at side, at the middle of the length of the vessel.

- (a) On the same principle, in *flush deck* vessels, other than spar or awning decked, and in vessels fitted with short poop and fore-castle, having an iron upper deck, not covered with wood, the usual thickness of a wood deck should be deducted from the moulded depth of the vessel measured as above, and the amount of reserve buoyancy and corresponding freeboard taken from the column in the tables corresponding with this diminished moulded depth:—*Example*.—In a steamer fitted with an iron upper deck, not covered with wood, and having a moulded depth of 19 ft. 10 ins., four inches, or the usual thickness of a wood deck, must be deducted from this, leaving a depth of 19 ft. 6 ins. The freeboard for such a vessel with a coefficient of fineness of 0.76, taken from the column under 19 ft. 6 ins., is 3 ft. 8½ ins., which should be measured from the top of the iron upper deck.

- (b) In spar-deck vessels having iron spar decks, and in awning-deck vessels having iron main-decks, the freeboard required by the tables should be measured as if the decks were wood covered. Also in vessels where $\frac{1}{10}$ ths, or more, of the main deck is covered by substantial erections, the freeboard found from the tables should be measured amidships from a wood deck, whether the deck be of wood or iron. In applying this principle

$\frac{1}{10}$ ths of the length of the vessel, deduct 85 per cent.	(of the reduction in the reserve buoyancy allowed for a complete awning-deck.)
$\frac{1}{10}$ ths " " " 75 "	} or $\frac{1}{10}$ ths { of the difference between Freeboards in Tables A (after correction for sheer), and Tables C.
$\frac{1}{10}$ ths " " " 63 "	
$\frac{1}{10}$ ths " " " 50 "	

When the engine and boiler openings are protected only by a long raised quarter-deck, a less reduction in freeboard will be allowed.

- (b) For intermediate lengths of erections the amount of the reduction in freeboard should be ascertained by interpolation.

- (c) The above scale of allowance is prepared for vessels having long poops or raised quarter-decks 4 ft high or above. For raised quarter-decks, of less height, extending over four-tenths of the length, and forming an integral portion of the vessel, the amount of the allowance should be diminished, as shown in the following table:—

Height of raised quarter-deck.	Moulded Depth of Vessel in Feet.							
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
	10 0	12 0	14 0	16 0	18 0	20 0	22 0	
Ft. in.		ins.	ins.	ins.	ins.	ins.	ins.	
3 6	—	—	1½	1½	1½	1½	1½	
3 0	—	—	1	1	1½	1½	1½	
2 6	—	—	1½	1½	1½	1½	1½	
2 0	—	—	1½	1½	1½	1½	1½	
1 6	—	—	1½	1½	1½	1½	1½	

to vessels having shorter lengths of substantial enclosed erections, the reduction in freeboard, in consideration of its being measured from the iron deck, is to be regulated in proportion to the length of the deck covered by such erections. Thus, in a vessel having erections covering $\frac{1}{10}$ ths of the length, the reduction is $\frac{1}{10}$ ths of 3½ inches, or 2 inches.

7. For vessels which trim very much by the stern, through the engines being fitted aft, the freeboard, as ascertained from the tables if set off amidships, would not cut off the amount of surplus buoyancy deemed necessary, and in such cases the suitable freeboard amidships could only be determined after full information is obtained, regarding the vessel's trim.

8. The following example will illustrate the general application of the tables:—

In a steamer of the following dimensions, *viz.*, length 204 ft; breadth, extreme, 29 ft; depth of hold, 16 ft.; registered tonnage under deck, 682 tons, and *moulded* depth, 17 ft., the under deck capacity in cubic feet is 68,200; by dividing this by 94.036, that is, the product of the length, breadth, and depth of hold, the quotient is 0.72, or the coefficient of fineness.

If we now refer to Table A, at 17 ft. moulded depth, and trace the line opposite the coefficient 0.72 to the column corresponding with this depth, it is found that the winter freeboard given for a *first class steam vessel without erections*, whose length is twelve times the moulded depth, is 2 ft. 11 ins., corresponding with a reserve buoyancy of 25 per cent. of the total bulk.

9. *Vessels of Extreme Proportions*.—For vessels whose length is greater or less than that of the vessel of the same moulded depth for which the tables are framed, the freeboard should be increased or diminished as specified in the footnote to the tables. Thus if the vessel in the example, clause 8, were 224 ft long, the winter freeboard required would be 2 ft. 11 ins. plus 2 ins. or 3 ft. 1 in. For steam vessels with top-gallant forecastles, having long poops or raised quarter decks connected with bridge-houses, the whole extending over $\frac{1}{10}$ ths, or more, of the length of the vessel, the correction for length should be one-half that specified in Tables A.

10. *Breadth and Depth*.—In framing the tables it has been assumed that the relation between the breadth and depth is such as to ensure safety at sea with the freeboard assigned when the vessel is laden with homogeneous cargo; for vessels of less relative breadth, the freeboard should be so increased as to provide a sufficient range of stability, or other means adopted to secure the same.

11. *Erections on Deck*.—For steam vessels with top-gallant forecastles having long poops, or raised quarter decks connected with bridge-houses, covering in the engine and boiler openings, the latter being entered from the top, and having an efficiently constructed iron bulkhead at the fore end, a deduction may be made from the reserve buoyancy given in the tables, according to the following scale:—

- (a) When the combined length of the poop, or raised quarter deck, bridge-house, and top-gallant fore-castle is—

- (d) For shorter lengths of raised quarter-deck a proportionate increase should be made.

- (e) It is to be understood in the application of this scale of allowance for erections on deck to vessels with long poops, or with raised quarter-decks, and bridge-houses combined, that the deduction is a *maximum* deduction, applicable only to vessels of these types in which the erections are of a most substantial character, the deck openings most effectually protected, and the crew are either berthed in the bridge-house, or the arrangements to enable them to get backwards and forwards from their quarters are of a satisfactory character. For other vessels of the same class, the amount of the deduction should be fixed only after a careful survey. Also such vessels when employed in the Atlantic trade will require to have specially provided greater freeboard than that given in the tables.

- (f) A sufficient number of clearing ports, as large as practicable, and with shutters properly hung, should be formed in the bulwarks of these vessels, between the fore-castle and the bridge-house, for the purpose of speedily clearing this part of the deck of water.

12. When the erections on a vessel consist of a top-gallant forecastle, a short poop having an efficient bulkhead, and bridge-house disconnected, the latter in steamers covering the engine and boiler openings, and being

efficiently enclosed with an iron bulkhead at each end, a deduction may be made from the reserve buoyancy given in the tables according to the following scale:—

(a) When the combined length of the erections is—

$\frac{1}{10}$ ths of the length of the vessel, deduct 40 per cent.	{ of the reduction in reserve buoyancy allowed for a complete awning deck. }	or	$\frac{1}{10}$ ths { of the difference between the Freeboards in Tables A (after correction for sheer and length) and Tables C (after correction for length). }
$\frac{1}{10}$ ths " " " 33 "			$\frac{1}{3}$ rd

13. When the erections on a vessel consist of a top-gallant forecastle and bridge-house only, the latter in steamers covering the engine and boiler openings, and being efficiently enclosed with an iron bulkhead at each

end, a deduction may be made from the reserve buoyancy given in the tables according to the following scale:—

(a) When the combined length of the erections is—

$\frac{1}{10}$ ths of the length of the vessel, deduct 30 per cent.	{ of the reduction in reserve buoyancy allowed for a complete awning deck. }	or	$\frac{1}{10}$ ths { of the difference between the Freeboards in Tables A (after correction for sheer and length) and Tables C (after correction for length). }
$\frac{1}{10}$ ths " " " 25 "			$\frac{1}{2}$ th

14. When the erections on a vessel consist of a short poop and top-gallant forecastle only, the former enclosed at the fore-end with an efficient bulkhead, the deduction

from the reserve buoyancy given in the tables should be according to the following scale:—

(a) When the combined length of the erections is—

$\frac{1}{10}$ ths of the length of the vessel, deduct 8 per cent.	{ of the reserve buoyancy }	or	10 per cent. { of the Freeboard required for the vessel flush-decked after correction for length. }
$\frac{1}{10}$ ths " " " 6 "			8 per cent.

and so on in proportion.

15. When a vessel is fitted with a top-gallant forecastle only, the reduction in reserve buoyancy should be one-half that prescribed by the previous paragraph for the case

where, in addition to the forecastle, the vessel is fitted with a poop of the same length.

16. *Sheer*.—The tables are framed for vessels having a mean sheer of deck measured at the side, as shown in the following table:

	Length over which Sheer is measured.						
	100	150	200	250	300	350	400
	Mean Sheer in inches over the length specified.						
<i>Flush-deck Vessels</i> .—Sheer to be measured abreast stem and sternpost	20	25	30	35	40	45	50
<i>Vessels having Short PooPs and Forecastles</i> .—Sheer to be measured at points distant $\frac{1}{4}$ th the length of the vessel from each end	14	18	22	26	30	34	38
<i>Vessels having Short Forecastles only</i> .—Sheer to be measured abreast the sternpost and at a point distant $\frac{1}{4}$ th the length from the stem	14 $\frac{1}{2}$	18 $\frac{1}{2}$	23	27	31	35 $\frac{1}{2}$	40

(a) In flush-deck vessels and in vessels to which clauses 11 and 12 apply, when the sheer of deck is greater or less than the above, and is of a gradual character, divide the difference in inches between it and the mean sheer provided for by 4, and the result in inches is the amount by which the freeboard amidships should be diminished or increased according as the sheer is greater or less.

(b) In vessels having short poods and forecastles, and in those having short forecastles only, the freeboard should be corrected in respect of the excess or deficiency in reserve buoyancy due to variations in sheer from the standard amount over the length uncovered by substantial erections, as provided in the above table. One-fourth the difference between the mean sheer specified and that measured as described is approximately the amount by which the freeboard should be modified in respect of sheer.

(c) The divisor 4 is to be used when the sheer is of a gradual character, and is not strictly applicable either to those cases in which the sheer is suddenly increased at the bow or stern, or to those in which it does not maintain its normal rate of increase to the ends of the vessel.

(d) In all cases the rise in sheer forward and aft is measured with reference to the deck at the middle of the length, and where the lowest point of the sheer is abaft the middle of the length, one-half of the difference between the sheer amid-

ships and the lowest point should be added to the freeboard specified in the tables for flush-deck vessels, and for vessels having short poods and forecastles only.

(e) Where, as in some instances, vessels fitted with long poods or raised quarter decks connected with bridge-houses have the deck line rising rapidly from amidships to the front of the bridge, and from that point onwards gradually approaching the normal sheer line, the freeboard may be slightly modified in consideration of the increase of height of deck in the "well."

(f) In flush-deck vessels and in vessels having short poods and forecastles the excess of sheer for which an allowance is made shall not exceed one-half the total standard mean sheer for the size of ship.

(g) No decrease should be made in the freeboard of spar and awning-deck vessels in respect of excess of sheer.

17. *Round of Beam*.—In calculating the reserve of buoyancy, an allowance has been made of one quarter of an inch for every foot of the length of the midship beam for the round up. When the round of the beam in flush-decked vessels is greater or less than given by this rule, divide the difference in inches by 2, and diminish or increase the freeboard by this amount. For vessels with erections on deck the amount of the allowance should depend on the extent of the main deck uncovered. This rule for round of beam does not apply to spar or awning-deck vessels.

18. As a general illustration of the way in which the tables should be used in modifying the freeboard on account of erections on deck, extreme proportions and variations in sheer, the following may be taken as an example :

A vessel is 234 ft. long, 29 ft. broad, and has a moulded depth of 17'0 ft., the coefficient of fineness being .72. Suppose the vessel to have a poop and bridge-house of the united length of 121 ft., and a forecastle 20 ft. in length, and let the sheer forward, measured at the side, be 4 ft 6 ins. and aft 2 ft. 1 in.

	Ft. in.
Freeboard by Tables A if of the normal length, without erections, and with the normal amount of sheer	2 11
The mean sheer by rule is 33'4 ins., or 6 ins. less than that in the vessel, and the reduction in freeboard is 6 ins. divided by 4	0 1½
Freeboard of vessel without erections and with 39½ ins. mean sheer	2 9½
Freeboard by Tables C as awning decked	1 4½
Difference	1 5

The combined length of the erections is $\frac{1}{3}$ ths of the length of the vessel, and the allowance for erections under clause 11 will be therefore $\frac{1}{3}$ ths of 17 ins., or 8½ ins.

Deduct.

In.

We have therefore—

Amount deducted from freeboard for excess of sheer	1½
Amount deducted from the freeboard for erections	8½
Amount deducted if vessel be fitted with an un-corrugated iron main-deck (clause 6) = $\frac{1}{3}$ × 3½	2
	12

Deduct.

In.

The length being 30 ft. in excess of that for which the tables are framed, the addition to the freeboard in respect of the same is one-half of $\frac{1}{3}$ ths of 2 ins., or

1½

10½

That is, 10½ ins. to be deducted from 2 ft. 11 ins., leaving a winter freeboard of 2 ft. 0½ in.

Corresponding summer freeboard 1 ft. 10½ ins.

19. Vessels loaded in fresh water may have less freeboard than that given in the several tables according to the following scale :—

Moulded Depth in Feet.	REDUCTION IN FREEBOARD.	
	Vessels without erections on deck.	Spar and Awning-deck Vessels.
	In.	In.
9 and under 11	2	—
11 " " 13	2½	—
13 " " 16	3	3½
16 " " 19	3½	4
19 " " 22	4	4½
22 " " 25	4½	5
25 " " 28	5	5½
28 " " 31	5½	6
31 " " 34	6	6½

MEMO—The weight of a cubic foot of salt water is taken, in the above table, to be 64 lbs., and that of fresh water 62½ lbs.

TABLE A.

CARGO-CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

TABLE OF RESERVE BUOYANCY AND FREEBOARD FOR FIRST-CLASS SEA-GOING IRON AND STEEL STEAM VESSELS.
(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(Winter.)							
	22°0	22°2	22°4	22°6	22°8	23°0	23°2	23°4
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.) MEASURED FROM TOP OF DECK AT SIDE.							
	Moulded Depth and Length.							
	Ft. in. 10 0	Ft. in. 10 6	Ft. in. 11 0	Ft. in. 11 6	Ft. in. 12 0	Ft. in. 12 6	Ft. in. 13 0	Ft. in. 13 6
	Ft. 120	Ft. 126	Ft. 132	Ft. 138	Ft. 144	Ft. 150	Ft. 156	Ft. 162
·68	Ft. in. 1 4	Ft. in. 1 5	Ft. in. 1 6	Ft. in. 1 7½	Ft. in. 1 8½	Ft. in. 1 9½	Ft. in. 1 11	Ft. in. 2 0
·70	1 4	1 5	1 6	1 7½	1 8½	1 9½	1 11	2 0½
·72	1 4½	1 5½	1 6½	1 8	1 9	1 10	1 11½	2 1
·74	1 4½	1 5½	1 6½	1 8	1 9	1 10	1 11½	2 1
·76	1 5	1 6	1 7	1 8½	1 9½	1 10½	2 0	2 1½
·78	1 5	1 6	1 7	1 8½	1 9½	1 11	2 0½	2 2
·80	1 5½	1 6½	1 7½	1 9	1 10	1 11½	2 1	2 2½
·82	1 5½	1 6½	1 7½	1 9	1 10	1 11½	2 1	2 2½
Correction in inches for a change of 10 ft. in the length.	·8	·9	·9	·9	·9	·9	·9	·9
Deduction in inches for Summer voyages.	1	1	1	1	1	1	1	1½

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months.

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(Winter.)										
	23°6	23°8	24°0	24°2	24°5	24°7	25°0	25°2	25°5	25°7	26°0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.) MEASURED FROM TOP OF DECK AT SIDE.										
	Moulded Depth and Length.										
	Ft. in. 14 0	Ft. in. 14 6	Ft. in. 15 0	Ft. in. 15 6	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6	Ft. in. 19 0
	Ft. 168	Ft. 174	Ft. 180	Ft. 186	Ft. 192	Ft. 198	Ft. 204	Ft. 210	Ft. 216	Ft. 222	Ft. 228
·68	Ft. in. 2 1½	Ft. in. 2 3	Ft. in. 2 4	Ft. in. 2 5½	Ft. in. 2 7	Ft. in. 2 8½	Ft. in. 2 10	Ft. in. 2 11½	Ft. in. 3 1	Ft. in. 3 2½	Ft. in. 3 4
·70	2 1½	2 3	2 4½	2 6	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 4½
·72	2 2	2 3½	2 5	2 6½	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5½
·74	2 2½	2 4	2 5½	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 6
·76	2 3	2 4½	2 6	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 5	3 6½
·78	2 3	2 4½	2 6	2 7½	2 9	2 11	3 0½	3 2	3 4	3 5½	3 7½
·80	2 3½	2 5	2 6½	2 8	2 9½	2 11½	3 1	3 2½	3 4½	3 6	3 8
·82	2 4	2 5½	2 7	2 8½	2 10	3 0	3 1½	3 3	3 5	3 6½	3 8½
Correction in inches for a change of 10 ft. in the length.	1'0	1'0	1'0	1'0	1'0	1'0	1'1	1'1	1'1	1'1	1'1
Deduction in inches for Summer voyages.	1½	1½	1½	1½	1½	2	2	2	2	2	2
Addition in inches for Winter, North Atlantic.	3	3	3	3	3	3	3	3	3	3½	3½

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or Eastern Ports in the United States, north of and including Baltimore, from October to March inclusive.

TABLE A—continued.

CARGO CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

TABLE OF RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL STEAM VESSELS.
(In Salt Water).

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(Winter).									
	26.2	26.5	26.7	27.0	27.3	27.5	27.8	28.1	28.3	28.6
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter).									
	MEASURED FROM TOP OF DECK AT SIDE.									
	Moulded Depth and Length.									
	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0	Ft. in. 23 6	Ft. in. 24 0
	Ft. 234	Ft. 240	Ft. 240	Ft. 252	Ft. 258	Ft. 264	Ft. 270	Ft. 276	Ft. 282	Ft. 288
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
.68	3 5½	3 7½	3 9	3 11	4 0½	4 2½	4 4½	4 6½	4 8½	4 10½
.70	3 6½	3 8	3 10	3 11½	4 1½	4 3½	4 5½	4 7½	4 9½	4 11½
.72	3 7	3 8½	3 10½	4 0	4 2	4 4	4 6	4 8	4 10	5 0
.74	3 8	3 9½	3 11½	4 1	4 3	4 5	4 7	4 9	4 11	5 1
.76	3 8½	3 10	4 0	4 1½	4 3½	4 5½	4 7½	4 9½	4 11½	5 1½
.78	3 9½	3 11	4 1	4 2½	4 4½	4 6½	4 8½	4 10½	5 0½	5 2½
.80	3 10	3 11½	4 1½	4 3	4 5	4 7	4 9	4 11	5 1	5 3
.82	3 10½	4 0	4 2	4 3½	4 5½	4 7½	4 9½	4 11½	5 2	5 4
Correction in inches for a change of 10 ft. in the length.	1'1	1'2	1'2	1'2	1'2	1'2	1'2	1'2	1'3	1'3
Deduction in inches for Summer voyages.	2½	2½	2½	2½	2½	2½	3	3	3	3
Addition in inches for Winter, North Atlantic.	3½	3½	3½	3½	4	4	4	4	4	4
Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(Winter).									
	28.9	29.2	29.5	29.8	30.1	30.4	30.8	31.1	31.5	31.8
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter).									
	MEASURED FROM TOP OF DECK AT SIDE.									
	Moulded Depth and Length.									
	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0
	Ft. 294	Ft. 300	Ft. 306	Ft. 312	Ft. 318	Ft. 324	Ft. 330	Ft. 336	Ft. 342	Ft. 348
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
.68	5 1	5 3½	5 5½	5 8	5 10	6 0½	6 3	6 5½	6 8	6 10½
.70	5 1½	5 4	5 6	5 8½	5 10½	6 1	6 3½	6 6½	6 9	7 0
.72	5 2½	5 5	5 7	5 9½	5 11½	6 2	6 4½	6 7½	6 10	7 1
.74	5 3	5 5½	5 7½	5 10	6 0½	6 3	6 5½	6 8½	6 11	7 2
.76	5 4	5 6½	5 8½	5 11	6 1½	6 4	6 6½	6 9½	7 0	7 3
.78	5 4½	5 7	5 9	5 11½	6 2	6 4½	6 7	6 10	7 1	7 4
.80	5 5½	5 8	5 10	6 0½	6 3	6 5½	6 8	6 11	7 2	7 5
.82	5 6½	5 9	5 11	6 1½	6 4	6 6½	6 9	7 0	7 3	7 6
Correction in inches for a change of 10 ft. in the length.	1'3	1'3	1'3	1'4	1'4	1'4	1'4	1'4	1'5	1'5
Deduction in inches for Summer voyages.	3	3½	3½	3½	3½	4	4	4	4	4½
Addition in inches for Winter, North Atlantic.	4	4½	4½	4½	4½	4½	4½	5	5	5

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or Eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE A—continued.

CARGO-CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL STEAM VESSELS.
(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(Winter.)									
	32½	32½	32½	33½	33½	33½	34½	34½	34½	35½
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.)									
	MEASURED FROM TOP OF DECK AT SIDE.									
	Moulded Depth and Length.									
	Ft. in. 29 6	Ft. in. 30 0	Ft. in. 30 6	Ft. in. 31 0	Ft. in. 31 6	Ft. in. 32 0	Ft. in. 32 6	Ft. in. 33 0	Ft. in. 33 6	Ft. in. 34 0
	Ft. 354	Ft. 360	Ft. 366	Ft. 372	Ft. 378	Ft. 384	Ft. 390	Ft. 396	Ft. 402	Ft. 408
•68	Ft. in. 7 1	Ft. in. 7 3½	Ft. in. 7 6½	Ft. in. 7 9	Ft. in. 8 0	Ft. in. 8 2½	Ft. in. 8 5	Ft. in. 8 7½	Ft. in. 8 10½	Ft. in. 9 1
•70	7 2½	7 5	7 8	7 10½	8 1½	8 4	8 6½	8 9	9 0	9 2½
•72	7 3½	7 6	7 9	7 11½	8 2½	8 5	8 7½	8 10	9 1	9 3½
•74	7 4½	7 7	7 10	8 0½	8 3½	8 6	8 9	8 11½	9 2½	9 5
•76	7 5½	7 8	7 11	8 1½	8 4½	8 7	8 10	9 0½	9 3½	9 6
•78	7 7	7 9½	8 0½	8 3	8 6	8 8½	8 11½	9 2	9 5	9 7½
•80	7 8	7 10½	8 1½	8 4	8 7	8 9½	9 0½	9 3	9 6	9 8½
•82	7 9	7 11½	8 2½	8 5	8 8	8 10½	9 1½	9 4	9 7	9 10
Correction in inches for a change of 10 ft. in the length.	1½	1½	1½	1½	1½	1½	1½	1½	1½	1½
Deduction in inches for Summer voyages.	4½	4½	5	5	5	5	5½	5½	5½	6
Addition in inches for Winter, North Atlantic.	5	5	5½	5½	5½	5½	6	6	6	6

TABLE B.

CARGO-CARRYING SPAR DECK VESSELS.

TABLE of FREEBOARD to SPAR DECK for FIRST-CLASS SEA-GOING SPAR DECK STEAM VESSELS.
(In Salt Water.)

Coefficient of Fineness.	HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.)*									
	MEASURED FROM TOP OF SPAR DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6	Ft. in. 19 0	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6
	Ft. 276	Ft. 282	Ft. 288	Ft. 294	Ft. 300	Ft. 306	Ft. 312	Ft. 318	Ft. 324	Ft. 330
•68	Ft. in. 5 11	Ft. in. 6 0	Ft. in. 6 1½	Ft. in. 6 2½	Ft. in. 6 4	Ft. in. 6 5½	Ft. in. 6 7½	Ft. in. 6 9	Ft. in. 6 11	Ft. in. 7 0½
•70	5 11½	6 0½	6 2	6 3½	6 5	6 6½	6 8½	6 10	7 0	7 1½
•72	6 0	6 1	6 2½	6 4	6 5½	6 7	6 9	6 10½	7 0½	7 2
•74	6 0½	6 1½	6 3	6 4½	6 6	6 7½	6 9½	6 11½	7 1	7 3
•76	6 1	6 2	6 3½	6 5	6 6½	6 8	6 10	6 11½	7 1½	7 3½
•78	6 1½	6 2½	6 4	6 5½	6 7	6 8½	6 10½	7 0	7 2	7 4
•80	6 2	6 3	6 4½	6 6	6 7½	6 9	6 11	7 0½	7 2½	7 4½
•82	6 2½	6 3½	6 5	6 6½	6 8	6 9½	6 11½	7 1	7 3	7 5
Correction in inches for a change of 10 ft. in the length.	1½	1½	1½	1½	1½	1½	1½	1½	1½	1½
Deduction in inches for Summer voyages.	2½	2½	3	3	3	3	3½	3½	3½	4
Addition in inches for Winter, North Atlantic.	3½	3½	4	4	4	4	4½	4½	4½	4½

* These tables apply to spar deck vessels in which the height at side between the main and spar decks is 7 ft. from top of beam to top of beam; when this height is greater or less than 7 ft. the freeboard to the spar deck will require modification.

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE B—continued.

CARGO-CARRYING SPAR DECK VESSELS.

TABLE OF FREEBOARD TO SPAR DECK for FIRST-CLASS SEA-GOING SPAR DECK STEAM VESSELS.
(In Salt Water.)

Coefficient of Fineness.	HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter).*									
	MEASURED FROM TOP OF SPAR DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0	Ft. in. 23 6	Ft. in. 24 0	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6
	Ft. 336	Ft. 342	Ft. 348	Ft. 354	Ft. 360	Ft. 366	Ft. 372	Ft. 378	Ft. 384	Ft. 390
'68	Ft. in. 7 2½	Ft. in. 7 4½	Ft. in. 7 7	Ft. in. 7 9	Ft. in. 7 11½	Ft. in. 8 2	Ft. in. 8 4½	Ft. in. 8 7	Ft. in. 8 9½	Ft. in. 9 0
'70	7 3½	7 5½	7 8	7 10	8 0½	8 3	8 5½	8 8	8 10½	9 1
'72	7 4	7 6	7 8½	7 10½	8 1	8 3½	8 6	8 8½	8 11	9 2
'74	7 5	7 7	7 9½	7 11½	8 2	8 4½	8 7	8 9½	9 0	9 3
'76	7 5½	7 7½	7 10	8 0	8 2½	8 5	8 7½	8 10	9 0½	9 3½
'78	7 6	7 8	7 10½	8 0½	8 3	8 5½	8 8	8 11	9 1½	9 4½
'80	7 6½	7 8½	7 11	8 1	8 3½	8 6	8 8½	8 11½	9 2	9 5
'82	7 7	7 9	7 11½	8 1½	8 4	8 7	8 9½	9 0½	9 3	9 6
Correction in inches for a change of 10 ft. in the length.	1'1	1'2	1'2	1'2	1'2	1'2	1'3	1'3	1'3	1'3
Deduction in inches for Summer voyages.	4	4	4½	4½	4½	5	5	5	5½	5½
Addition in inches for Winter, North Atlantic.	5	5	5	5	5	5½	5	5½	5½	5½

Coefficient of Fineness.	HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter).*									
	MEASURED FROM TOP OF SPAR DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0	Ft. in. 29 6	Ft. in. 30 0	
	Ft. 396	Ft. 402	Ft. 408	Ft. 414	Ft. 420	Ft. 426	Ft. 432	Ft. 438	Ft. 444	
'68	Ft. in. 9 2½	Ft. in. 9 5½	Ft. in. 9 8	Ft. in. 9 1	Ft. in. 10 2	Ft. in. 10 5	Ft. in. 10 8½	Ft. in. 10 11½	Ft. in. 11 3	
'70	9 3½	9 6½	9 9	10 0	10 3	10 6	10 9½	11 0½	11 4	
'72	9 4½	9 7½	9 10	10 1	10 4	10 7	10 10½	11 1½	11 5	
'74	9 5½	9 8½	9 11	10 2	10 5	10 8	10 11½	11 2½	11 6	
'76	9 6	9 9	10 0	10 3	10 6	10 9	11 0½	11 3½	11 7	
'78	9 7	9 10	10 1	10 4	10 7	10 10	11 1½	11 4½	11 8	
'80	9 7½	9 10½	10 1½	10 4½	10 7½	10 10½	11 2	11 5½	11 9	
'82	9 8½	9 11½	10 2½	10 5½	10 8½	10 11½	11 3	11 6½	11 10	
Correction in inches for a change of 10 ft. in the length.	1'3	1'4	1'4	1'4	1'4	1'5	1'5	1'5	1'5	
Deduction in inches for Summer voyages.	5½	5½	6	6	6	6	6½	6½	6½	
Addition in inches for Winter, North Atlantic.	6	6	6	6	6	6	6½	6½	6½	

* These tables apply to spar deck vessels in which the height at side between the main and spar decks is 7 ft. from top of beam to top of beam; when this height is greater or less than 7 ft. the freeboard to the spar deck will require modification.

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE C.

CARGO-CARRYING AWNING DECK VESSELS.

TABLE OF RESERVE BUOYANCY AND FREEBOARD FOR FIRST-CLASS SEA-GOING AWNING DECK STEAM VESSELS.
(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(Winter.)										
	15'0	15'1	15'2	15'3	15'4	15'5	15'7	15'8	16'0	16'2	16'4
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.)										
	MEASURED FROM TOP OF MAIN DECK AT SIDE.										
	Moulded Depth (to Main Deck) and Length.										
	Ft. in. 14 0	Ft. in. 14 6	Ft. in. 15 0	Ft. in. 15 6	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6	Ft. in. 19 0
	Ft. 168	Ft. 174	Ft. 180	Ft. 186	Ft. 192	Ft. 198	Ft. 204	Ft. 210	Ft. 216	Ft. 222	Ft. 228
.66	Ft. in. 1 0	Ft. in. 1 0½	Ft. in. 1 1	Ft. in. 1 1½	Ft. in. 1 2	Ft. in. 1 2½	Ft. in. 1 3	Ft. in. 1 4	Ft. in. 1 5	Ft. in. 1 6	Ft. in. 1 7
.68	1 0	1 0½	1 1	1 1½	1 2	1 2½	1 3	1 4	1 5	1 6	1 7
.70	1 0½	1 1	1 1½	1 2	1 2½	1 3	1 4	1 4½	1 5½	1 6½	1 7½
.72	1 0½	1 1	1 1½	1 2	1 3	1 3½	1 4½	1 5	1 6	1 7	1 8
.74	1 1	1 1½	1 2	1 2½	1 3	1 3½	1 4½	1 5	1 6	1 7	1 8½
.76	1 1	1 1½	1 2	1 2½	1 3½	1 4	1 5	1 5½	1 6½	1 7½	1 8½
.78	1 1½	1 2	1 2½	1 3	1 4	1 4½	1 5½	1 6	1 7	1 8	1 9
.80	1 1½	1 2	1 2½	1 3	1 4	1 4½	1 5½	1 6	1 7	1 8	1 9
Correction in inches for a change of 10 feet in length.	} .5	.5	.5	.5	.5	.5	.5	.5	.5	.6	.6
Deduction in inches for Summer voyages.	} 2	2	2	2	2	2½	2½	2½	2½	3	3
Addition in inches for Winter, North Atlantic.	} 3	3	3	3	3	3½	3½	3½	3½	3½	4
Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(Winter.)										
	16'7	16'9	17'2	17'4	17'7	18'0	18'3	18'6	18'9	19'2	
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.)										
	MEASURED FROM TOP OF MAIN DECK AT SIDE.										
	Moulded Depth (to Main Deck) and Length.										
	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0	Ft. in. 23 6	Ft. in. 24 0	
	Ft. 234	Ft. 240	Ft. 246	Ft. 252	Ft. 258	Ft. 264	Ft. 270	Ft. 276	Ft. 282	Ft. 288	
.66	Ft. in. 1 8	Ft. in. 1 9	Ft. in. 1 10½	Ft. in. 1 11½	Ft. in. 2 1	Ft. in. 2 2	Ft. in. 2 3½	Ft. in. 2 5	Ft. in. 2 6½	Ft. in. 2 8	
.68	1 8	1 9	1 10½	1 11½	2 1	2 2½	2 4	2 5½	2 7	2 8½	
.70	1 8½	1 9½	1 11	2 0	2 1½	2 3	2 4½	2 6	2 7½	2 9	
.72	1 9	1 10	1 11½	2 0½	2 2	2 3½	2 5	2 6½	2 8	2 9½	
.74	1 9	1 10	1 11½	2 0½	2 2	2 3½	2 5	2 6½	2 8	2 10	
.76	1 9½	1 10½	2 0	2 1	2 2½	2 4	2 5½	2 7	2 8½	2 10½	
.78	1 10	1 11	2 0½	2 1½	2 3	2 4½	2 6	2 7½	2 9	2 11	
.80	1 10	1 11½	2 1	2 2	2 3½	2 5	2 6½	2 8	2 9½	2 11½	
Correction in inches for a change of 10 feet in the length.	} .6	.6	.6	.6	.6	.6	.6	.6	.6	.6	
Deduction in inches for Summer voyages.	} 3	3½	3½	3½	3½	4	4	4	4½	4½	
Addition in inches for Winter, North Atlantic.	} 4	4	4	4	4½	4½	4½	4½	4½	5	

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean, or any British or European Port, and which may sail to, or from, or call at Ports in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE C—continued.

CARGO-CARRYING AWNING DECK VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING AWNING DECK STEAM VESSELS,
(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(Winter.)									
	19'6	19'9	20'3	20'6	21'0	21'4	21'9	22'3	22'8	23'3
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.)									
	MEASURED FROM TOP OF MAIN DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0
	Ft. 294	Ft. 300	Ft. 306	Ft. 312	Ft. 318	Ft. 324	Ft. 330	Ft. 336	Ft. 342	Ft. 348
'66	Ft. in. 2 10	Ft. in. 3 0	Ft. in. 3 2	Ft. in. 3 4	Ft. in. 3 6	Ft. in. 3 9	Ft. in. 3 11½	Ft. in. 4 2	Ft. in. 4 1½	Ft. in. 4 7
'68	2 10½	3 0½	3 2½	3 4½	3 7	3 9½	4 0	4 2½	4 5	4 7½
'70	2 11	3 1	3 3	3 5	3 7½	3 10	4 0½	4 3	4 5½	4 8
'72	2 11½	3 1½	3 3½	3 5½	3 8	3 10½	4 1	4 3½	4 6½	4 9
'74	3 0	3 2	3 4	3 6	3 8½	3 11	4 1½	4 4	4 7	4 9½
'76	3 0½	3 2½	3 4½	3 7	3 9½	4 0	4 2½	4 5	4 7½	4 10
'78	3 1	3 3	3 5	3 7½	3 10	4 0½	4 3	4 5½	4 8	4 10½
'80	3 1½	3 3½	3 5½	3 8	3 10½	4 1	4 3½	4 6	4 8½	4 11
Correction in inches for a change of 10 feet in the length.	7	7	7	7	7	7	7	7	7	7
Deduction in inches for Summer voyages.	4½	5	5	5	5½	5½	5½	5½	6	6
Addition in inches for Winter. North Atlantic.	5	5	5	5½	5½	5½	5½	5½	6	6

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(Winter.)									
	23'8	24'3	24'7	25'2	25'6	26'1	26'5	27'0	27'5	28'0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(Winter.)									
	MEASURED FROM TOP OF MAIN DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 29 6	Ft. in. 30 0	Ft. in. 30 6	Ft. in. 31 0	Ft. in. 31 6	Ft. in. 32 0	Ft. in. 32 6	Ft. in. 33 0	Ft. in. 33 6	Ft. in. 34 0
	Ft. 354	Ft. 360	Ft. 366	Ft. 372	Ft. 378	Ft. 384	Ft. 390	Ft. 396	Ft. 402	Ft. 408
'66	Ft. in. 4 9½	Ft. in. 5 0	Ft. in. 5 2½	Ft. in. 5 5½	Ft. in. 5 8	Ft. in. 5 11	Ft. in. 6 1½	Ft. in. 6 4½	Ft. in. 6 7	Ft. in. 6 10
'68	4 10	5 1	5 3½	5 6½	5 9	6 0	6 2½	6 5½	6 8	6 11
'70	4 10½	5 1½	5 4	5 7	5 9½	6 0½	6 3	6 6	6 8½	6 11½
'72	4 11½	5 ½	5 5	5 8	5 10½	6 1½	6 4	6 7	6 9½	7 0½
'74	5 0	5 3	5 5½	5 8½	5 11	6 2	6 4½	6 7½	6 10	7 1
'76	5 1	5 4	5 6½	5 9½	6 0	6 3	6 5½	6 8½	6 11	7 2
'78	5 1½	5 4½	5 7	5 10	6 0½	6 3½	6 6	6 9	6 11½	7 2½
'80	5 2	5 5	5 7½	5 10½	6 1	6 4	6 7	6 9½	7 0½	7 3½
Correction in inches for a change of 10 feet in the length.	8	8	8	8	8	8	8	8	8	8
Deduction in inches for Summer voyages.	6	6	6	6	6½	6½	6½	6½	6½	6½
Addition in inches for Winter. North Atlantic.	6	6	6	6	6½	6½	6½	6½	6½	6½

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognised summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean, or any British or European Port, and which may sail to, or from, or call at Ports, in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE D.

SAILING VESSELS.

TABLE OF RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL SAILING VESSELS, and COMPOSITE and WOOD VESSELS of the HIGHEST CLASS.

(In Salt Water.)

Coefficient of Fineness.			PERCENTAGE RESERVE BUOYANCY.								
			(IRON VESSELS).								
			23'3	23'7	23'9	24'2	24'4	24'6	24'9	25'1	25'3
			CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.								
			MEASURED FROM TOP OF DECK AT SIDE.								
Wood.	Composite.	Iron.	Moulded Depth and Length.								
			Ft. in. 10 0	Ft. in. 10 6	Ft. in. 11 0	Ft. in. 11 6	Ft. in. 12 0	Ft. in. 12 6	Ft. in. 13 0	Ft. in. 13 6	Ft. in. 14 0
			Ft. 100	Ft. 105	Ft. 110	Ft. 115	Ft. 120	Ft. 125	Ft. 130	Ft. 135	Ft. 140
—	—	'64	Ft. in. 1 5½	Ft. in. 1 6½	Ft. in. 1 7½	Ft. in. 1 9	Ft. in. 1 10½	Ft. in. 1 11½	Ft. in. 2 1	Ft. in. 2 2½	Ft. in. 2 3½
—	'64	'66	1 5½	1 6½	1 7½	1 9	1 10½	2 0	2 1½	2 3	2 4
—	'66	'68	1 6	1 7	1 8	1 9½	1 11	2 0½	2 2	2 3½	2 4½
'64	'68	'70	1 6	1 7	1 8½	1 10	1 11½	2 1	2 2½	2 4	2 5
'66	'70	'72	1 6½	1 7½	1 9	1 10½	2 0	2 1½	2 3	2 4½	2 5½
'68	'72	'74	1 6½	1 7½	1 9	1 10½	2 0	2 1½	2 3	2 4½	2 6
'70	'74	—	1 7	1 8	1 9½	1 11	2 0½	2 2	2 3½	2 5	2 6½
'72	—	—	1 7	1 8½	1 10	1 11½	2 1	2 2½	2 4	2 5½	2 7
Correction in inches for a change of 10 ft. in the length.			2	2	2	1'0	1'0	1'0	1'0	1'0	1'0
Coefficient of Fineness.			PERCENTAGE RESERVE BUOYANCY.								
			(IRON VESSELS).								
			25'3	25'7	26'0	26'2	26'4	26'6	26'8	27'1	27'3
			CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.								
			MEASURED FROM TOP OF DECK AT SIDE.								
Wood.	Composite.	Iron.	Moulded Depth and Length.								
			Ft. in. 14 6	Ft. in. 15 0	Ft. in. 15 6	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6
			Ft. 145	Ft. 150	Ft. 155	Ft. 160	Ft. 165	Ft. 170	Ft. 175	Ft. 180	Ft. 185
—	—	'64	Ft. in. 2 5	Ft. in. 2 6½	Ft. in. 2 8	Ft. in. 2 9½	Ft. in. 2 11	Ft. in. 3 0½	Ft. in. 3 2	Ft. in. 3 3½	Ft. in. 3 5
—	'64	'66	2 5½	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 5½
—	'66	'68	2 6	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 4½	3 6
'64	'68	'70	2 6½	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5	3 6½
'66	'70	'72	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 5½	3 7
'68	'72	'74	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 4½	3 6	3 8
'70	'74	—	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5	3 6½	3 8½
'72	—	—	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 5½	3 7	3 9
Correction in inches for a change of 10 ft. in the length.			1'1	1'1	1'1	1'1	1'1	1'1	1'1	1'1	1'1
Addition in inches for Winter. North Atlantic.			3	3	3	3	3	3	3½	3½	3½

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of, and including Baltimore, from October to March inclusive.

TABLE D—continued.

SAILING VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST CLASS SEA-GOING IRON and STEEL SAILING VESSELS,
and COMPOSITE and WOOD VESSELS of the HIGHEST CLASS.

(In Salt Water.)

Coefficient of Fineness.			PERCENTAGE RESERVE BUOYANCY. (IRON VESSELS).								
			27'5	27'7	27'9	28'1	28'3	28'5	28'7	28'9	29'1
			CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. MEASURED FROM TOP OF DECK AT SIDE.								
			Moulded Depth and Length.								
Wood.	Composite.	Iron.	Ft. in. 19 0	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0
			Ft. 190	Ft. 195	Ft. 200	Ft. 205	Ft. 210	Ft. 215	Ft. 220	Ft. 225	Ft. 230
			Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
—	—	'64	3 6½	3 8	3 9½	3 11½	4 1	4 2½	4 4	4 6	4 7½
—	'64	'66	3 7	3 8½	3 10	4 0	4 1½	4 3½	4 5	4 7	4 8½
—	'66	'68	3 7½	3 9	3 11	4 0½	4 2	4 4	4 5½	4 7½	4 9
'64	'68	'70	3 8	3 9½	3 11½	4 1	4 2½	4 4½	4 6	4 8	4 9½
'66	'70	'72	3 9	3 10½	4 0½	4 2	4 3½	4 5½	4 7	4 9	4 10½
'68	'72	'74	3 9½	3 11	4 1	4 2½	4 4	4 6	4 7½	4 9½	4 11
'70	'74	—	3 10	3 11½	4 1½	4 3	4 5	4 6½	4 8½	4 10½	5 0
'72	—	—	3 10½	4 0	4 2	4 3½	4 5½	4 7½	4 9	4 11	5 1
Correction in inches for a change of 10 ft. in the Length.			1'2	1'2	1'2	1'2	1'2	1'2	1'2	1'2	1'3
Addition in inches for Winter. North Atlantic.			3½	4	4	4	4	4	4½	4½	4½

Coefficient of Fineness.			PERCENTAGE RESERVE BUOYANCY. (IRON VESSELS).							
			29'3	29'5	29'7	29'9	30'1	30'3	30'5	30'7
			CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS, MEASURED FROM TOP OF DECK AT SIDE.							
			Moulded Depth and Length.							
Wood.	Composite.	Iron.	Ft. in. 23 6	Ft. in. 24 0	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0
			Ft. 235	Ft. 240	Ft. 245	Ft. 250	Ft. 255	Ft. 260	Ft. 265	Ft. 270
			Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
—	—	'64	4 9½	4 11½	5 1½	5 3½	5 5½	5 7½	5 9½	5 11½
—	'64	'66	4 10	5 0	5 2	5 4	5 6	5 8	5 10	6 0½
—	'66	'68	4 11	5 1	5 3	5 5	5 7	5 9	5 11	6 1½
'64	'68	'70	4 11½	5 1½	5 3½	5 5½	5 7½	5 9½	5 11½	6 2
'66	'70	'72	5 0½	5 2½	5 4½	5 6½	5 8½	5 10½	6 0½	6 3
'68	'72	'74	5 1	5 3	5 5	5 7	5 9	5 11	6 1	6 3½
'70	'74	—	5 2	5 4	5 6	5 8	5 10	6 0	6 2	6 4½
'72	—	—	5 3	5 5	5 7	5 9	5 11	6 1	6 3	6 5½
Correction for a change of 10 ft. in the length.			1'3	1'3	1'3	1'3	1'3	1'3	1'3	1'4
Addition in Inches for Winter. North Atlantic.			4½	4½	5	5	5	5	5	5½

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of, and including Baltimore, from October to March inclusive.

TABLE D.—continued.

SAILING VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL SAILING VESSELS.

(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.							
	30.9	31.2	31.4	31.7	32.0	32.3	32.6	33.0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. MEASURED FROM TOP OF DECK AT SIDE.							
Iron.	Moulded Depth and Length.							
	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0	Ft. in. 29 6	Ft. in. 30 0	Ft. in. 30 6	Ft. in. 31 0
	Ft. 275	Ft. 280	Ft. 285	Ft. 290	Ft. 295	Ft. 300	Ft. 305	Ft. 310
.64	Ft. in. 6 1½	Ft. in. 6 4	Ft. in. 6 6	Ft. in. 6 8	Ft. in. 6 10½	Ft. in. 7 0½	Ft. in. 7 3	Ft. in. 7 5
.66	6 2½	6 5	6 7	6 9	6 11½	7 1½	7 4	7 6
.68	6 3½	6 5½	6 8	6 10	7 0½	7 2½	7 5	7 7
.70	6 4	6 6½	6 8½	6 11	7 1	7 3½	7 5½	7 8
.72	6 5	6 7½	6 9½	7 0	7 2	7 4½	7 6½	7 9
.74	6 5½	6 8	6 10	7 0½	7 2½	7 5	7 7	7 9½
.76	6 6½	6 9	6 11	7 1½	7 3½	7 6	7 8	7 10½
Correction in ins. for a change of 10 ft. in the length . . . }	1.4	1.4	1.4	1.4	1.4	1.5	1.5	1.5
Addition in inches for winter, North At- lantic . . . }	5½	5½	5½	5½	6	6	6	6

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of, and including Baltimore, from October to March inclusive.

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below.

The Weight of a cubic foot of Fresh Water is 1,000 ounces.

The Weight of a cubic foot of the densest Sea Water on the British Coast is . 1,025 „

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.	Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
ABERDEEN DISTRICT.				BARROW DISTRICT.			
Aberdeen	Aberdeen Harbour	—	1,015	Barrow	Buccleugh Dock	—	1,007
Fraserburgh	Harbour	—	1,025	Whitehaven	Queen's Dock	—	1,024
Banff	Do.	—	1,024	Do.	Workington (the Har- bour)	High	1,000
Lossiemouth	Do.	—	1,022	Do.	Do. (Lonsdale Dock)	—	1,000
Buckie	Do.	—	1,024	Do.	Maryport (Elizabeth Dock)	—	1,014
Peterhead	Do.	—	1,024	Do.	Do. (the Harbour)	High	1,005
Port Gordon	Do.	—	1,024				
Inverness	Do.	—	1,000				

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below — *continued.*

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.	Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
BELFAST DISTRICT.				HARTLEPOOL DISTRICT.			
Belfast . .	Harbour . . .	High	1,011	West Hartlepool. Do.	Hartlepool Dock Gates	—	1,025
BRISTOL DISTRICT.				Do.	Loading Berth in Docks (West Hartlepool).	—	1,024
Bristol Channel	Avonmouth Dock	—	1,011	Stockton Do.	River Tees	High	1,005
Do.	Portishead Dock	—	1,015	Do.	Do.	Low	1,000
Bristol	Floating Harbour	—	1,000	Middlesbro' Do.	Do.	High	1,012
Gloucester	Gloucester Docks	—	1,000	Do.	Do.	Low	1,002
Do.	Sharpness Docks	—	1,000				
Bridgwater	River Parret	—	1,009				
CARDIFF DISTRICT.				HULL DISTRICT.			
Newport	Alexandra Dock	—	1,008	Hull	Victoria Dock	—	1,014
Do.	Old Dock	—	1,008	Do.	Humber off Hull	High	1,016
Cardiff	Roath Basin	—	1,008	Do.	Albert Dock	—	1,015
Do.	Penarth Basin	—	1,008	Grimsby	Docks	—	1,018
CORK DISTRICT.				Do.	Humber off Grimsby	—	1,020
Queenstown		High	1,025	Goole	Dock	—	1,000
Do.		Low	1,024				
Cork		High	1,000				
Kinsale		High	1,024				
Do.		Low	1,022				
Limerick	The Quay	High	1,000				
Youghal		High	1,025				
Do.		Low	1,025				
DUBLIN DISTRICT.				LEITH DISTRICT.			
Wicklow	Harbour	High	1,025	Leith	Albert Dock	—	1,022
Do.	Do.	Low	1,023	Grangemouth.	The Dock	—	1,008
Drogheda	Do.	High	1,000	Alloa	Do.	—	1,010
Arklow	Do.	High	1,024	Granton		High	1,025
Do.	Do.	Low	1,021	Do.		Low	1,025
Balbriggan	Do.	High	1,000	Burntisland	The Dock	—	1,024
Dublin	Do.	High	1,024	Bo'ness	Do.	—	1,021
Do.	Do.	Low	1,008				
Kingstown	Do.	High	1,025				
Do.	Do.	Low	1,025				
Skerries	Do.	High	1,024				
Do.	Do.	Low	1,020				
Howth	Do.	High	1,025				
DUNDEE DISTRICT.				LIVERPOOL DISTRICT.			
Dundee		High	1,021	Liverpool	Mersey	High	1,021
Do.		Low	1,006	Do.	Do.	Low	1,018
Perth		High	1,000	Do.	Canada Dock	—	1,016
Arbroath		High	1,024	Do.	George Dock	—	1,018
Do.		Low	1,024	Do.	Herculeum Dock	—	1,018
Montrose		High	1,024	Birkenhead	Great Float Dock	—	1,020
Do.		Low	1,024	River Dee	Connah's Quay	—	1,018
St. Andrew's		High	1,025	Preston	River Ribble	Low	1,000
Do.		Low	1,025	Fleetwood	River Wyre	High	1,024
				Do.	Do.	Low	1,023
GLASGOW DISTRICT.				LONDON DISTRICT.			
Glasgow	Bowling	High	1,000	London	Thames off Horseferry Dock.	High	1,000
Do.	Queen's Dock	—	1,000	Do.	Limehouse Basin, West India Docks.	High	1,000
GREENOCK DISTRICT.				Do.	South-west entrance to West India Docks.	High	1,000
Greenock	Tail of the Bank	High	1,022	Do.	Victoria Docks	—	1,005
Do.	Do.	Low	1,017	Do.	Thames outside Victoria Docks.	Low	1,000
Do.	Albert Harbour	High	1,016	Gravesend	Thames	High	1,019
Do.	Do.	Low	1,016	Do.	Do.	Low	1,014
Do.	Victoria Harbour	High	1,018				
Do.	Do.	Low	1,018				
Port Glasgow.	Dry Dock Gates	High	1,013				
Do.	Do.	Low	1,007				
Ayr		2 hrs. after h. td.	1,003				
Ardrossan	Wet Dock	High	1,024				
Troon		High	1,023				
Do.		Low	1,023				
Campbeltown		—	1,024				
				MILFORD DISTRICT.			
				Milford	The Haven off Milford	High	1,023
				Do.	Do.	Low	1,015
				NEWCASTLE DISTRICT.			
				Newcastle	Tyne Dock	—	1,023
				Do.	Northumberland Dock	—	1,023
				Do.	Tyne at Commissioners' Staithes.	High	1,022
				Do.	Do.	Low	1,018
				Do.	Low Walker	High	1,013
				Do.	Do.	Low	1,012

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below—concluded.

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.	Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
PLYMOUTH DISTRICT.				SUNDERLAND DISTRICT.			
Plymouth	The Sound	High	1,025	Sunderland	Seaham Harbour (Entrance).	—	1,024
Do.	Do.	Low	1,020	Do.	Do. (Wet Dock)	—	1,024
				Do.	Port of Sunderland (South Entrance to Harbour).	—	1,024
SOUTHAMPTON DISTRICT.				Do.	Do. Sunderland (South Wet Dock).	—	1,024
Southampton	Southampton Dock Extension.	High	1,023	Do.	Do. (North Wet Dock).	—	1,024
Do.	Do. do.	Low	1,020	Do.	Do. (Lambton Drops River Wear).	High	1,024
Weymouth	Weymouth Harbour	High	1,024	Do.	Do. do.	Low	1,011
Do.	Do. do.	Low	1,023	Do.	Do. (Hendon Wet Dock).	—	1,023
Portsmouth	Portsmouth Camber	High	1,024				
Poole	The River	—	1,022				
Shoreham	River Adur (Shoreham)	High	1,025				
Do.	Do. do.	Low	1,028				
Littlehampton	.	High	1,024				
Do.	.	Low	1,006				

The following example illustrates the method by which the additional draught of water to [which a vessel should be laden in water, partly salt, may be determined :—

A flush deck vessel of 20 feet moulded depth sails from Aberdeen Harbour. To what extent should she be laden beyond the load-line disc?

On referring to page 8 of the Freeboard Tables, it will be seen that this vessel should be laden deeper in *fresh* water than in *salt* to the extent of four inches. Also a cubic foot of fresh water weighs 1,000 ounces, while a cubic foot of the densest sea-water on the British Coast is found to weigh 1,025 ounces, the difference in weight being 25 ounces. The water in Aberdeen Harbour weighs 1,015 ounces per cubic foot, or 10 ounces less than salt water, and as for a difference of 25 ounces in weight per cubic foot the increased immersion is 4 inches, it will be seen that the increased draught of water with which this vessel should leave Aberdeen Harbour is $\frac{4}{10}$ ths of 4 inches, or about $\frac{1}{2}$ inches.

BOARD OF TRADE,
Marine Department,
August 1890.

INSTRUCTIONS TO OFFICERS IN BRITISH POSSESSIONS ABROAD.

WITH REFERENCE TO THE MERCHANT SHIPPING ACT, 1890, RELATING TO LOAD LINES FOR MERCHANT SHIPS.
A copy of the Merchant Shipping Act, 1890, is annexed, together with a copy of the Regulations made by the Board of Trade under section 2 of the Act.

Under the Merchant Shipping Act, 1876, section 28:—

"Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, or who allows the ship to be so loaded as to submerge in salt water the centre of the disc, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding one hundred pounds."

"If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding one hundred pounds."

The provisions of the Act of 1890, so far as they concern the issue of Certificates of Approval of the position of load-line discs in the case of ships registered in the United Kingdom, come into operation at the expiration of six months after the passing of the Act, i.e., on the 9th December 1890; and in the case of ships registered in British Possessions, at the expiration of twelve months after the passing of the Act, i.e., on the 9th June 1891.

If the officer becomes aware of any infringement of the provisions above referred to, he should report full particulars of the case to the Board of Trade.

HENRY G. CALCRAFT, *Secretary.*
GEORGE J. SWANSTON, *Assistant Secretary.*

M. 15856.
1890.

M. 16158.
1890.

MERCHANT SHIPPING ACT, 1890.

CHAPTER 9.

An Act to amend the Merchant Shipping Acts relating to load-line.

[9th June 1890.]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. The Merchant Shipping Act, 1876, shall, from and after the expiration of six months after the passing of this Act, be construed as if in the twenty-sixth and twenty-seventh sections thereof the following sub-section were inserted instead of the sub-sections numbered (2) in those sections respectively:

"(2.) The centre of this disc shall be placed at such level below the deck-line marked under the provisions of this Act as may be approved by the Board of Trade, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship."

Provided that the position of the disc shall be fixed in accordance with the tables framed by the Load-Line Committee appointed before the passing of this Act, subject to such allowance as may be made necessary by any difference between the position

of the deck-line marked under the provisions of the Merchant Shipping Act, 1876, and the position of the line from which freeboard is measured under the said tables, and subject also to such modifications, if any, of the tables and the application thereof as may from time to time be sanctioned by the Board of Trade.

In sanctioning any such modifications, the Board of Trade shall have regard to any representations which may be made to them by any corporation or association for the survey or registry of shipping for the time appointed or approved by the Board of Trade for the purposes of this Act.

2.—(1.) The Board of Trade shall appoint the Committee of Lloyd's Register of British and Foreign Shipping, or, at the option of the owner of the ship, any other corporation or association for the survey or registry of shipping, approved by the Board of Trade, or any officer of the Board of Trade specially selected by the Board for that purpose, to approve and certify on their behalf from time to time the position of any such disc as aforesaid, and any alteration thereof, and may appoint fees to be taken in respect of any such approval or certificate.

(2.) The Board of Trade may make regulations—

- (a) determining the lines or marks to be used in connexion with the disc, in order to indicate the maximum load-line under different circumstances and at different seasons, and declaring that the provisions of the Merchant Shipping Act, 1876, are to have effect as if any such line were drawn through the centre of the disc;
- (b) as to the mode in which the disc and the lines or marks to be used in connexion therewith are to be marked or affixed on the ship, whether by painting, cutting, or otherwise;
- (c) as to the mode of application for, and form of certificates under this Act; and
- (d) requiring the entry of such certificates, and other particulars as to the draught of water and freeboard of the ship, in the official log-book of the ship, or other publication thereof on board the ship, and as to delivering copies of such entries.

All such regulations shall, while in force, have effect as if enacted by this Act.

3. Where the legislature of any British possession by any enactment provides for the fixing, marking, and certifying of load-lines on ships registered in that possession, and it appears to Her Majesty the Queen that the provisions of that enactment are based on the same principles as the provisions of this Act, and are equally effective for ascertaining and determining

Provision as to colonial ships.

the maximum load-lines to which such ships can be safely loaded in salt water, and for giving notice of the load-line to persons interested, it shall be lawful for Her Majesty, by Order in Council, to declare that any load-line fixed and marked and any certificate given in pursuance of that enactment shall, with respect to ships so registered, have the same effect as if it had been fixed, marked, or given in pursuance of this Act.

Sections one and two of this Act shall not apply in the case of a ship registered in a British possession until the expiration of twelve months after the passing of this Act.

4. Where the Board of Trade certify that the laws and regulations for the time being in force in any

Provision as to Foreign Ships.

foreign states with respect to overloading and improper loading are equally effective with the provisions of the Merchant Shipping Acts with respect thereto, it shall be lawful for Her Majesty by Order in Council to direct that, on proof of a ship of that state having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of the Merchant Shipping Acts, nor shall there arise any liability to any penalty which would otherwise arise for non-compliance with those provisions.

Provided that this section shall not apply in the case of ships of any foreign country in which it appears to Her Majesty that corresponding provisions are not extended to British ships.

5. For the purposes of the Merchant Shipping Act, 1876, as amended by this Act, the expression "amidships" shall mean the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern-post.

Definition of "amidships."

Short title.

6. This Act may be cited as the Merchant Shipping Act, 1890.

MERCHANT SHIPPING ACT, 1890.

LOAD-LINE.

REGULATIONS made by the BOARD OF TRADE under "THE MERCHANT SHIPPING ACT, 1890" (53 Vict., c. 9), to come into effect on and after the 9th December 1890.

BOARD OF TRADE;
August 1890.

HENRY G. CALCRAFT,
Secretary.

AT THE COUNCIL CHAMBER, WHITEHALL,

This 23rd day of August 1890.

PRESENT:

The Right Honourable Sir MICHAEL E. HICKS-BEACH, Bart., M.P.

In pursuance of the provisions of the Merchant Shipping Act, 1890, the Board of Trade do hereby make the annexed regulations, and do hereby direct that these regulations shall come into effect on and after the 9th day of December 1890.

(Signed) M. E. HICKS-BEACH,
President.

THE MERCHANT SHIPPING ACTS, 1876 AND 1890.

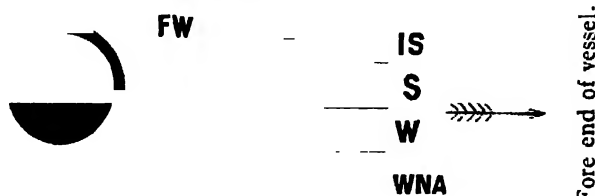
REGULATIONS AS TO LOAD-LINE MARKS, CERTIFICATES, DRAUGHT OF WATER, AND FREEBOARD.

1. The lines to be used in order to indicate the maximum load-line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load-line shall be the upper edge of each of such lines.

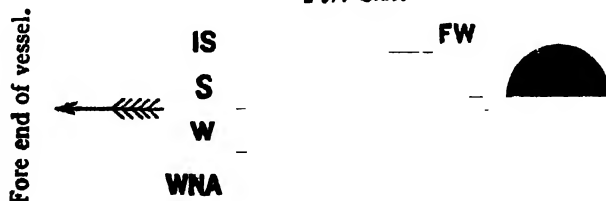
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked 21 inches forward of the centre of the disc. The maximum load-line in fresh water shall be marked abaft such vertical line, and the maximum load-lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams:—

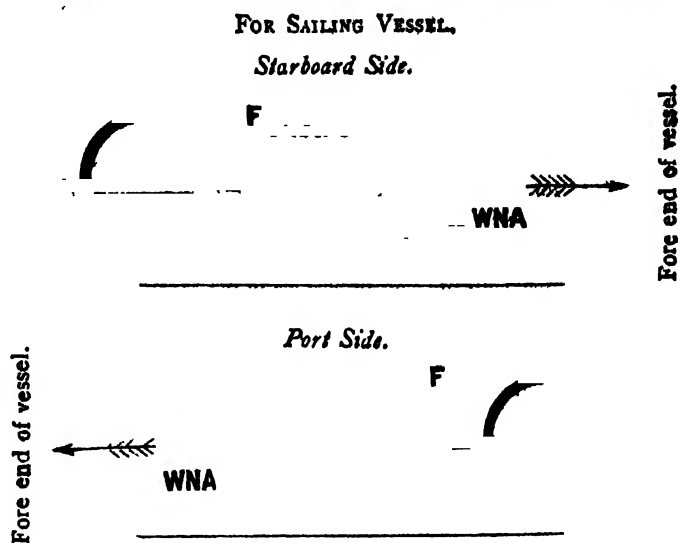
FOR STEAMER.

[Starboard Side.]



Port Side.





The arrow (→) points in the direction of the vessel's head.

The provisions of the Merchant Shipping Act, 1876, shall have effect as if any such maximum load-line were drawn through the centre of the disc.

3. Such maximum load-lines shall be as follows, viz. :—

- For fresh water,
- „ Indian summer,
- „ summer,
- „ winter,
- „ winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

- F.W.—Fresh water.
- I.S.—Indian summer.
- S.—Summer.
- W.—Winter.
- W.N.A.—Winter, North Atlantic.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steamships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the abovementioned lines as indicate the maximum load-line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked with the line indicating the maximum load-line in fresh water.

5. The said disc, and the lines or marks to be used in connexion therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc and of each of the lines shall in the case of iron and steel vessels be permanently marked by centre punch marks, and shall in the case of wooden vessels be sunk for their breadths into the planking, a depth of not less than one quarter of an inch.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made in the form marked L.L. 1 in the schedule hereto and the Certificate shall be issued in duplicate in the form marked L.L. 2 or L.L. 3 in the schedule hereto as the case may be; one part shall be delivered to the applicant, and the other part shall be forthwith sent to the Assistant Secretary, Marine Department, Board of Trade.

7. The master of every British ship shall, before she leaves any dock, wharf, port, or harbour in the United Kingdom, Her Majesty's possessions, or in a foreign country, for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these Regulations the expression "amidships" shall mean the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern post.

Dated this 23rd day of August 1890.

M 16158.
1890

SCHEDULE.

FORM L.L. 1.

APPLICATION FOR CERTIFICATE OF APPROVAL of the position of a LOAD-LINE DISC under the provisions of the Merchant Shipping Acts, 1876 and 1890.

Application is hereby made to _____ for a certificate of approval of the position [or alteration of the position] of a load-line disc on the _____

Official No. _____ [The vessel is classed in _____] [is not classed].

The vessel is [is not] intended to be employed in the Indian Ocean.

The vessel is [is not] intended to be employed in the North Atlantic Trade.

No application has been made for a certificate of approval of the position [or alteration of the position] of a load-line disc on this vessel to any other authority appointed in accordance with section 2 of the Merchant Shipping Act, 1890.

Dated this _____

day of _____

18 ____.

Managing Owner.

FORM L.L. 2.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the Position] of the Disc on the Steamship
 " " " " Official No. , in pursuance of the Merchant Shipping Acts, 1876 and
 1890.

The []

[I, , an officer of the Board of Trade] have approved, on behalf of the
 Board of Trade, the position [or alteration of the position] of the disc on the Steamship "
 Official No. , and hereby certify that the centre of such disc is placed at feet inches
 below the deck-line marked under the provisions of the Merchant Shipping Act, 1876.

This Certificate is to remain in force only so long as

Dated this day of 18 .

(Signed)

POSITION of LINES to be used in connexion with the disc.

Maximum load-line in fresh water feet inches above the centre of the disc.

Maximum load-line in Indian summer feet inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter feet inches below the centre of the disc.

Maximum load-line in North Atlantic winter feet inches below the centre of the disc.

Note.—In accordance with regulations made by the Board of Trade the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this Certificate are to be entered in the official log.

FORM L.L. 3.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the Position] of the Disc on the Sailing Ship
 " " " " Official No. , in pursuance of the Merchant Shipping Acts, 1876 and 1890.

The []

[I, , an officer of the Board of Trade] have approved, on behalf of the
 Board of Trade, the position [or alteration of the position] of the disc on the Sailing Ship
 " " " " Official No. , and hereby certify that the centre of such disc is placed at feet
 inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876.

This Certificate is to remain in force only so long as

Dated this day of 18 .

(Signed)

POSITION of LINES to be used in connexion with the disc.

Maximum load-line in fresh water feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

Moulded depth of vessel.

Note.—In accordance with the Regulations made by the Board of Trade the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this Certificate are to be entered in the official log.

S. HARVEY JAMES,

Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced into the Council of the Governor General of India for the purpose of making Laws and Regulations on the 19th December 1890:—

NO. 20 OF 1890.

A Bill to amend Act X of 1841.

WHEREAS it is expedient to amend the Act of the Governor General in Council, No. X of 1841 (*an Act for prescribing the rules to be observed in order that ships or vessels belonging to ports within the territories of the East India Company, or belonging to Native Princes or States, or their subjects, may become entitled to the privileges of British ships under a proclamation of the Governor General of India in Council made in pursuance of the Statute 3. & 4, Vict., c. 56*); It is hereby enacted as follows:—

Repeal of a word in section 2, Act X of 1841.

1. In section 2 of the said Act, the word "Singapore" is hereby repealed.

2. For that portion of section 3 of the said Act, beginning with the words "the persons now authorised" and ending with the words "such other or different persons," the words "such persons" shall be substituted.

Substitution of new sections for sections 8 to 12, Act X of 1841.

3. For sections 8 to 12, both inclusive, of the said Act the following shall be substituted, namely:—

17 & 18 Vict., c. 104, s. 36.]

"8. The certificate of the surveying officer shall be in the form marked A in the Schedule to the

17 & 18 Vict., c. 104.]

Merchant Shipping Act, 1854, specifying the tonnage and build of the ship or vessel and such other particulars descriptive of her identity as may from time to time be required by the Local Government; and such certificate shall be delivered to the registering officer before registry.

"9. The tonnage of a ship or vessel required by law to be registered shall, previous to her being registered, be measured and as-

certained according to such of the rules contained in the Merchant Shipping Act, 1854, as amended by subsequent Acts (including the Merchant Shipping (Tonnage) Act, 1889) as apply to measurement of tonnage for the purpose of registry. 17 & 18 Vict., c. 104. 52 & 53 Vict., c. 43.

"10. The tonnage of a ship or vessel requiring to be measured for any purpose other than registry shall be measured and ascertained according to such

of the rules contained in the Merchant Shipping Act, 1854, amended as aforesaid, as apply to measurement of tonnage for a purpose other than registry. 17 & 18 Vict., c. 104.

"11. The rules referred to in section 9 and section 10 of this Act shall, in their application to measurement of tonnage for the purposes of this Act,

or of any enactment, rule, or order referring to this Act, be read and construed as if the Local Government were therein named instead of the Board of Trade or the authority for which the Board of Trade has been substituted by section 3 of the Merchant Shipping Act, 1872. 35 & 36 Vict., c. 73.

"12. The true amount of the register tonnage of every ship or vessel to be measured and ascertained according to the rules referred to in section 9 of this Act shall be deeply carved or cut in figures of at least three inches in length on the main beam of every such ship or vessel prior to her being registered."

4. In section 14 of the said Act, to the word "tonnage," wherever it occurs, the word "register" shall be prefixed, and for the words "rules herein prescribed," the words "said rules" shall be substituted.

5. In section 15 of the said Act, for the words "in manner provided by Act No. II of 1839," the words and figures "in the manner in which a fine is recoverable under the provisions of the Indian Penal Code and the Code of Criminal Procedure, 1882," shall be substituted. XLV of 1860. X of 1882.

6. (1) In section 17 of the said Act the word "that," where it occurs before the words "the owner or owners" and before the words "if such owner or owners," is hereby repealed.

(2) To the same section the words "recoverable as aforesaid" shall be added.

7. In section 23 of the said Act, after the words "ten thousand rupees" the words "recoverable as aforesaid" shall be inserted.

STATEMENT OF OBJECTS AND REASONS.

The tonnage of ships or vessels to be registered under Act X of 1841 is ascertained by methods which were based on those prescribed by English law at the time the Act was passed. These methods have been superseded by those prescribed in the English Merchant Shipping Act, 1854, and Merchant Shipping (Tonnage) Act, 1889.

It is desirable on general grounds that rules as to measurement of tonnage should, so far as possible, be uniform in the United Kingdom and in British possessions; and it is specially desirable that ships owned by British subjects, wherever the ships may have been registered, should, as regards payment of coast-light and port dues, be subject in India to like liabilities in proportion to their respective tonnage.

The object of the Bill is to bring about this uniformity in the treatment of British and British Indian ships.

The 13th December, 1890.

D. BARBOUR.

S. HARVEY JAMES,
Secretary to the Govt. of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 20, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART VI.

Debates of the Legislative Council of His Excellency the Governor General.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF
THE ACT OF PARLIAMENT 24 & 25 VICT., CAP. 67.

The Council met at Government House on Friday, the 19th December, 1890.

PRESENT:

His Excellency the Viceroy and Governor General of India, G.C.M.G.,
G.M.S.I., G.M.I.E., *presiding*.
His Honour the Lieutenant-Governor of Bengal, K.C.S.I.
The Hon'ble Lieutenant-General Sir G. T. Chesney, K.C.B., C.S.I., C.I.E., R.E.
The Hon'ble Sir A. R. Scoble, Q.C., K.C.S.I.
The Hon'ble P. P. Hutchins, C.S.I.
The Hon'ble Sir D. M. Barbour, K.C.S.I.
The Hon'ble Sir C. H. T. Crosthwaite, K.C.S.I.
The Hon'ble R. J. Crosthwaite, C.S.I.
The Hon'ble Sir Alexander Wilson, Kt.
The Hon'ble F. M. Halliday.
The Hon'ble Rao Bahádúr Krishnaji Lakshman Nulkar, C.I.E.
The Hon'ble Nawab Ashan-Ullá, Khan Bahádúr.
The Hon'ble Sir Romesh Chunder Mitter, Kt.

MERCHANT SHIPPING ACT, 1880, AMENDMENT BILL.

The Hon'ble SIR DAVID BARBOUR moved for leave to introduce a Bill to amend the Indian Merchant Shipping Act, 1880. He said:—

"Under the Indian Merchant Shipping Act of 1880 the Masters of British ships are required to mark on their ships, by means of discs, the maximum load-line in salt water to which it is intended to load such ships.

"The position of the maximum load-line in salt water is, however, under that Act left to the option of the Masters, subject to restrictions regarding

the retention for certain periods of the discs by which the load-line has been marked.

"The Indian Merchant Shipping Act of 1880 follows in this respect the provisions of the English law which were in force when the Act of 1880 was passed. A very important change in the law has, however, been made by the English Merchant Shipping Act of 1890. The position of the disc which indicates the maximum load-line is no longer left to the discretion of the Masters of the ships; and the disc must now be placed at such distance below the deck line as may be approved by the Board of Trade, provided that the position of the disc shall be fixed in accordance with the table framed by the Load-Line Committee in 1885.

"Under any circumstances, it would be desirable that the law in reference to the fixing of the position of the maximum load-line should be the same in India as in England, and the English Act of 1890 will in fact apply to ships registered in India at the expiration of 12 months from the passing of the Act.

"The Bill which I propose to introduce has for its object the assimilation of the Indian to the English law in regard to the maximum load-line, and under it the maximum load-line will be fixed, as nearly as may be, in accordance with the Act of 1890, and the instructions of the Board of Trade issued under that Act. When the Bill has been passed it will be lawful to declare by an order in Council that any load-line fixed and marked under the Indian law, and any certificate given in accordance with that law, shall have the same effect as if it had been fixed, marked or given under the provisions of the English Act of 1890. There is at present another Bill before the Council which deals with the Merchant Shipping Law and I hope that it will be found possible to amalgamate that Bill with the one which I now propose to introduce. The present Bill has been introduced as a separate measure in order to prevent delay and to give greater prominence to the change which is being made than would be obtained by merely instructing the Select Committee to add the necessary provisions to the Bill which was introduced last year, and which is still before the Council."

The Motion was put and agreed to.

The Hon'ble SIR DAVID BARBOUR also introduced the Bill.

The Hon'ble SIR DAVID BARBOUR also moved that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the Fort St. George Gazette, the Bombay Government Gazette, the Calcutta Gazette and the Burma Gazette in English and in such other languages as the Local Governments think fit.

The Motion was put and agreed to.

ACT X OF 1841 AMENDMENT BILL.

The Hon'ble SIR DAVID BARBOUR also moved for leave to introduce a Bill to amend Act X of 1841 (*Registration of Ships*). He said:—

"The tonnage of vessels registered under Act X of 1841 is ascertained by methods based on those prescribed by the English Law which was in force at the time when Act X of 1841 was framed.

"These methods have since been superseded by the English Merchant Shipping Act of 1854 and by the Merchant Shipping (Tonnage) Act of 1889.

"It is desirable on general grounds that the rules for the ascertainment of register tonnage should, so far as practicable, be the same in India and in the United Kingdom. In cases where dues are levied on the register tonnage there would in practice be inequality in the treatment of different classes of ships, all owned by British subjects, if the register tonnage of British and British Indian ships were not ascertained by the same methods.

"The Bill which I propose to introduce is very short, and has for its object to secure uniformity in the methods of ascertaining register tonnage."

The Motion was put and agreed to.

The Hon'ble SIR DAVID BARBOUR also introduced the Bill.

The Hon'ble SIR DAVID BARBOUR also moved that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the Fort St. George Gazette, the Bombay Government Gazette, the Calcutta Gazette and the Burma Gazette in English and in such other languages as the Local Governments think fit.

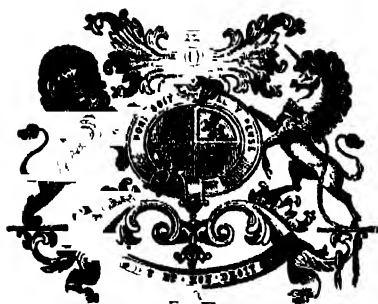
The Motion was put and agreed to.

The Council adjourned to Friday, the 2nd January, 1891.

S. HARVEY JAMES,

*Secretary to the Government of India,
Legislative Department.*

FORT WILLIAM;
The 19th December, 1890.



SUPPLEMENT TO
The Gazette of India.

No. 51. } CALCUTTA, SATURDAY, DECEMBER 20, 1890.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

REVIEW OF THE ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT FOR THE YEAR 1889-90.

No. 359 T., dated Calcutta, the 15th December 1890.

RESOLUTION.—By the Government of India Public Works Department.

Read—

Letter from the Director General of Telegraphs, No. 186 I.E., dated the 17th October 1890, and its enclosure, the Report for 1889-90.

OBSERVATIONS.—The Capital Account of the Department, which stood at Rs. 1,12,41,366 at the beginning of the year under review, amounted at its close to Rs. 1,14,58,957, an increase of Rs. 2,17,591. Of this, Rs. 1,84,856 are on account of the adjustment of loss on exchange on English stores for 1889-90 and previous years. This loss had hitherto been erroneously deducted from "Stores," but it forms a *bonâ fide* debit to Capital and is now so charged.

2. The earnings on Indian, Trans-Indian, and Local Traffic, including the profit on mean rates *via* Turkey, amounted to Rs. 12,41,460, but adjustments on account of the pooling of the receipts with the Eastern and Indo-European Companies and loss by exchange amounting to Rs. 1,81,060 reduced this sum to Rs. 10,60,400, which represents the message revenue of the year.

To this has to be added Rs. 36,932 on account of Miscellaneous Receipts making the total Revenue Receipts Rs. 10,97,382. The message revenue was Rs. 69,900 less than in the previous year. In that year, however, the whole of the traffic along the Eastern Company's Lines was diverted to the Indo-European route for 32 days owing to an interruption in the Red Sea lines, while in the year under review there was no such diversion.

3. The difference of Rs. 1,81,060, or Rx. 18,106 between the earnings and the message revenue is made up as follows:—

	Rx.
Division of traffic as actually carried (Appendix C.) . . .	85,660
„ of receipts „ . . .	73,180
	<hr/> 12,480
<i>Add—</i>	
Loss on exchange on English transactions at 16·5664.	5,609
Liability of the Indo-European Department for interruptions in Turkey	20
	<hr/> 18,109
<i>Deduct—</i>	
Gain by exchange on remittances from Constantinople	3
	<hr/> 18,106

4. The gross revenue charges amounted to Rs. 10,47,568, against Rs. 9,53,223 for 1888-89. The increase is due to extensive repairs and renewals of cables. The net revenue thus amounted to Rs. 49,764.

5. The working expenses of the year under review are compared in the following statement with those of the previous four years:—

YEAR.	REPAIRS		Cable Steamer.	Miscellaneous.	Establishment.	Tools and Plant.	Administrative charges	Total.
	Ordinary.	Extra-ordinary.						
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1885-86 . . .	1,28,024	7,63,693	1,32,686	19,765	5,29,243	46,663	...	16,20,074
1886-87 . . .	1,75,898	778	1,09,944	14,487	5,30,488	33,944	...	8,65,529
1887-88 . . .	1,21,538	...	1,13,660	36,299	5,18,865	44,944	1,550	8,36,856
1888-89 . . .	2,29,925	...	1,08,487	13,859	5,28,818	33,560	38,574	9,53,223
1889-90 . . .	3,13,130	...	1,14,538	6,518	5,71,570	24,985	16,827	10,47,568

6. The expenditure of cable on repairs amounted to 277·81 knots, against 201 knots expended in 1888-89. The cable steamer *Patrick Stewart* made four trips, lasting 117 days, during which she steamed 7,000 knots. On 1st April 1889 three faults were awaiting repair, and seven new faults occurred during the year. Of these ten faults, one rectified itself and five were cut out, leaving four faults awaiting repair at the close of the year.

7. The following statement shows the division of the messages tendered for transmission during the last two years:—

		1888-89.	1889-90.
State	{ Messages	2,957	2,403
	{ Words	93,093	45,394
	{ Average words per message	31	18
Commercial and private.	{ Messages	1,09,524	1,01,075
	{ Words	13,64,945	13,09,778
	{ Average	12	13
Press	{ Messages	2,384	3,104
	{ Words	1,05,587	1,23,893
	{ Average	44	39
<i>London Times</i>	{ Messages	126	120
	{ Words	78,454	79,630
	{ Average	622	663

The percentage of errors on the Persian Section was 0·279 and on the Gulf Section 0·319. The accuracy of transmission between Karachi and Teheran thus amounts to 99·402 per cent. There were only 60 complaints of error, delay, and non-delivery, against 84 in the previous year.

8. There were no interruptions affecting traffic on the Persian Gulf Section, while on the Persian Section there were only two total interruptions of 15 hours 53 minutes, and 7 hours 5 minutes, respectively. These did not affect the receipts as, for the purpose of the Joint Purse with the allied Companies, no interruption lasting less than 24 hours is taken into account. The first interruption was caused by a flood in the Kinarigird Hills and the second by wilful damage. The number of acts of wilful damage on the Persian Section was considerably more than during the previous year, the porcelain insulators that are being substituted, as electrically superior, for the iron insulators, offering great temptations to the Persians as targets. Compensation was, however, paid for the damage done and friendly relations were maintained by the staff of the Department with the local authorities and inhabitants.

On the Mekran Coast line both wires were cut near Karachi in November 1889.

9. The average monthly speed of transmission by the three routes between England and Calcutta compares as follows with that in previous years :—

	<i>Via Teheran.</i>	<i>Via Suez.</i>	<i>Via Turkey.</i>
	H. M.	H. M.	H. M.
1886-87	1 31	2 31	13 23
1887-88	1 11	2 42	16 11
1888-89	2 24	3 2	19 28
1889-90	1 5	2 21	13 6

10. Duplex working has been tried as an experiment on the Bushire-Jask Gutta Percha Cable, and has been found to be useful. It is believed to be the first instance of the duplex method being applied with ordinary Morse instruments to a long sea cable. The credit of this experiment is due to Mr. Possmann, the Electrician of the Persian Gulf Section. Some experiments in automatic signalling that are likely to have useful results were also carried out by Mr. Pierce, one of the Superintendents of the same section, and two sets of Wheatstone's instruments have been indentured for with a view of giving practical effect to the system. The Government of India notices with satisfaction both of these experiments which do credit to the Department.

11. The Indo-European Telegraph Department during the whole of the year under review was under the administration of Colonel Mallock.

ORDER.—Ordered, that a copy of this Review, be forwarded to the Director General of Telegraphs for information and guidance.

Also that copies of the Report and Review be forwarded to the Department of Finance and Commerce and the Home Department for information.

Also to the Government of Bombay for information.

Ordered further, that the Report and the Review be forwarded to the Secretary of State for the information of Her Majesty's Government, and published in the Supplement to the *Gazette of India*.

J. G. FORBES, Colonel, R.E.,

Secy. to the Govt. of India.

ADMINISTRATION REPORT

OF THE

INDO-EUROPEAN TELEGRAPH DEPARTMENT

FOR

1889-90.

CAPITAL AND REVENUE ACCOUNT.

Capital.—The Capital account of the department was increased by **Rs 32,735** and stood on the 31st March 1890 at **Rs 1,14,58,957**. These figures include for the first time in these accounts a sum of **Rs 1,84,856** on account of loss by exchange on English Stores for and up to the period ending 31st March 1890.

The increase is made up as follows:—

	R
Buildings	8,769
Stores	6,606
Suspense heads	17,360
TOTAL	<u>32,735</u>

The sum of **Rs 6,606** under the head of Stores is due to the purchase of a larger quantity of stores, chiefly on account of the large renewals of cables now in progress; and the amount under suspense heads includes sums due from the Persian Government for the value and freight of stores supplied. These sums are in course of recovery.

Appendix A is a summary of the expenditure on Capital account during the year under review, and Appendix D is a summary of the Capital and Revenue accounts for the last five years.

2. *Revenue. Working expenses.*—A summary of the receipts and expenditure of the year 1889-90 is shown in Appendix B. The expenditure of the year under review amounted to **Rs 10,47,568** against **Rs 9,53,223**, the expenditure of the previous year, showing an increase of **Rs 94,345**. This increase is principally due to the extensive renewals of cables, which by the special sanction of the Government of India are now being made.

The following summary is explanatory of the chief differences between the expenditure of 1889-90 under the main heads compared with that of the previous year:—

HEAD OF ACCOUNT.	1888-89.	1889-90.	Increase.	Decrease.
	R	R	R	R
Repairs and renewals of cables	1,49,829	2,55,857	1,06,028	...
Repairs of Mekran Coast lines	40,787	20,065	...	20,722
Repairs of lines in Persia	24,235	32,946	8,711	...
Advertising charges in England	11,854	2,501	...	9,353
London Office	16,042	...	...	16,042
Special Accounts Establishment	3,704	8,866	5,162	...
Subsidies to Biluch Chiefs	19,904	14,134	...	5,770
Signalling Establishment, Persian Gulf	97,162	98,068	906	...
Signalling Establishment, Persia	90,036	1,00,582	10,546	...
Repairs to <i>Patrick Stewart</i>	12,521	23,229	10,708	...
Coals	23,882	23,113	...	769
Superintendence	27,115	21,014	...	6,101
Bonus to signallers . . . . .	...	2,932	2,932	...
Director General's Tour in Persia and Turkish-Arabia	2,280	...	...	2,280
Clerks in Director-General's Office	643	1,234	591	...
Signal Office expenses	1,215	11,899	10,684	...
Filling in low ground at Manora	4,499	1,878	...	2,621
TOTAL	5,25,708	6,18,318	1,56,268	63,658

3. *Receipts*.—The receipts amounted to ₹10,97,332, of which ₹10,60,400 were derived from message revenue. Compared with the receipts of the previous year, the message revenue shows a falling off of ₹69,910. This decrease is due to the traffic passing over the Indo-European system having assumed normal proportions. During 1889-90 there were no interruptions of the Eastern Company's Cables causing traffic to be diverted from the Suez to the Teheran route, as was the case in 1888-89. Hence the apparent decrease of traffic in 1889-90.

4. *Net Revenue*.—The net revenue of the year amounted to ₹49,764, being a dividend on the Capital of 0·44 per cent. While the traffic remains normal, a more satisfactory result cannot be expected, until the extensive renewals of the cable now in progress are completed and the reinsurance of the lines in Persia has also been accomplished. Unlike the Indian Telegraph Department, the operations of the Indo-European Telegraph Department are necessarily mainly confined to carrying the traffic tendered at the termini, and this work the Indo-European Telegraph Department, although not at present a financial success, has done admirably.

5. *Joint Purse*.—The following table shows the sums* paid into and drawn out by the Indo-European Telegraph Department yearly since 1878-79, when the joint purse agreement was concluded:—

YEAR.	Paid in.	Drawn out.	Excess paid in.	Excess drawn out.
	₹	₹	₹	₹
1878-79	42,309	62,264	...	19,955
1879-80	52,488	68,877	...	16,389
1880-81	57,235	76,122	...	18,887
1881-82	67,108	74,528	...	7,420
1882-83	110,728	84,861	25,867	...
1883-84	81,408	76,547	4,861	...
1884-85	85,376	76,610	8,766	...
1885-86	107,317	85,824	21,493	...
1886-87	80,980	75,206	5,774	...
1887-88	71,808	73,976	...	2,168
1888-89	91,355	77,136	14,219	...
1889-90	85,685	73,124	12,561	...
TOTAL	933,797	905,135	93,481	64,819

6. *Division of Traffic*.—The standard proportions, on which the division of the joint purse receipts is made, are based on the following percentages:—

On Indian Traffic	{	Via Suez	60·39%
		Via Indo-European Route	39·61%
On Trans-Indian Traffic	{	Via Suez	80·53%
		Via Indo-European Route	19·47%

The percentages of traffic actually carried have been—

YEAR.	ON INDIAN TRAFFIC.		ON TRANS-INDIAN TRAFFIC.	
	Via Suez.	Via Indo-European route.	Via Suez.	Via Indo-European route.
In 1878-79	71·31%	28·69%	95·26%	4·74%
„ 1879-80	67·91%	32·09%	94·10%	5·90%
„ 1880-81	69·01%	30·99%	92·50%	7·50%
„ 1881-82	64·63%	35·37%	81·26%	18·74%
„ 1882-83	48·34%	51·66%	59·26%	40·74%
„ 1883-84	55·96%	44·04%	83·52%	16·48%
„ 1884-85	53·02%	46·98%	84·44%	15·56%
„ 1885-86	52·14%	47·86%	75·91%	25·09%
„ 1886-87	55·46%	44·54%	85·32%	14·68%
„ 1887-88	60·93%	39·07%	86·48%	13·52%
„ 1888-89	51·69%	48·31%	77·04%	22·96%
„ 1889-90	49·92%	50·08%	82·89%	17·11%

The division of receipts, since 1878-79, is shown in Appendix C.

* Inclusive of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X of the Joint Purse Agreement.

INTERRUPTIONS.

7. In the Persian Gulf Section there were no interruptions affecting traffic during the year, while in the Persian Section there were two total interruptions lasting 15 hours 53 minutes and 7 hours 5 minutes respectively, but as neither of these exceeded the limit of 24 hours, they are not taken into account for purposes of the joint purse agreement.

8. The total interruptions on the Indo-European Company's line between Lowestoft and Teheran aggregated 8 days 19 hours 37 minutes. The Turkish route was totally interrupted between Fao and Constantinople for 30 days 22 hours and 35 minutes, and between Constantinople and Western Europe for 23 hours and 40 minutes.

9. The duration of interruptions between Western Europe and India on the Turkish route for the last five years has been—

	Days.	Hours.	Minutes.
1885-86	129	9	1
1886-87	109	9	9
1887-88	59	20	59
1888-89	51	17	22
1889-90	31	22	15

The improvement noticeable in the last three years shows that the efforts made by the Turkish Administration to improve the line between Fao and Constantinople has met with a fair amount of success.

TRAFFIC.

10. The service regulations of the Berlin International Telegraph Convention of 1885 were in force throughout the year.

11. The tariff on messages from stations in the Gulf to the westward was increased by three annas a word from the 21st February 1890. The increase of tariff on telegrams from Gulf stations to India, which came into force on the 1st July 1888, remained in force till the 31st March 1890.* In Appendix F is shown the net value of the traffic during 1889-90, amounting to ₹11,24,014-6-9, which is divided as follows:—

	₹	a.	p.
Messages from India and Eastward	5,63,036	3	5
" " Westward of Bushire	5,09,563	7	5
" " " Fao	38,759	4	3
" " Persian Gulf Stations	12,655	7	8
TOTAL RUPEES	11,24,014	6	9

12. Appendix F is a comparative statement showing the number of messages and words and the percentages of messages received from and forwarded to the Persian and Turkish lines during 1888-89 and 1889-90. The following is a table comparing the traffic for the past six years:—

YEAR.	NUMBER OF		Net Receipts.		REMARKS
	Messages.	Words.			
1884-85	93,335	1,325,404	₹ 9,51,348	a. 5	Normal year.
1885-86	113,576	1,672,002	11,83,190	11 0	Suez route interrupted 2 months.
1886-87	99,733	1,364,192	9,30,361	7 0	Persian Gulf Transit rates reduced and Press rates lowered from July.
1887-88	82,540	1,266,849	8,87,956	10 0	Indo-European Company's lines interrupted February and March 1888.
1888-89	114,991	1,642,079	11,87,669	0 0	Suez route interrupted during August and September 1888.
1889-90	106,702	1,558,695	11,24,014	6 9	Normal year.

13. From this table it will be seen that the traffic, during the years 1885-86 to 1888-89 inclusive, was abnormal, owing to change of tariffs or interruptions on

either the Suez or the Indo-European routes, necessitating the diversion of traffic from the interrupted to the uninterrupted route. Hence the traffic of the year 1889-90 is not comparable with that of the previous year.

14. The telegrams and words carried during the past four years may be classified as below—

YEAR.	STATE.		COMMERCIAL AND PRIVATE.		PRESS AT REDUCED RATES.	
	Telegrams.	Words.	Telegrams.	Words.	Telegrams.	Words.
1886-87 . . .	2,916	118,552	84,462	11,24,074	1,355	1,21,566
1887-88 . . .	2,514	90,238	78,850	10,50,757	{ 1,079 *97	{ 52,572 73,282
1888-89 . . .	2,957	93,093	109,524	13,64,945 ¹	{ 2,384 *126	{ 1,05,587 78,454
1889-90 . . .	2,403	45,394	101,075	13,09,778	{ 3,104 *120	{ 1,23,893 79,630

* Special Press messages to London, for *The Times*.

15. The average length of commercial and private messages increased from 12·5 in 1888-89 to 12·6 in 1889-90. There were, in addition to the paid traffic noticed above, 781 Government and Press Messages transmitted free of charge to the British Resident at Bushire who supplies His Imperial Majesty the Shah with copies. These free messages aggregated 70,648 words and were valued at R19,711.

16. The following table gives the percentage of traffic which has passed over the Teheran and Turkish routes respectively for the last four years:—

	Via Teheran.		Via Turkey.	
	1886-87	.	95'47	4'53
	1887-88	.	93'74	6'26
	1888-89	.	94'28	5'72
	1889-90	.	93'00*	7'00

* The Teheran route was interrupted from the 16th to the 22nd December 1889.

17. *Speed of transmission.*—The average monthly speed of transmission from the United Kingdom to Calcutta for the last four years by the two most direct routes was—

	Via Teheran.		Via Suez.	
	H.	M.	H.	M.
1886-87 . . .	1	31	2	31
1887-88 . . .	1	11	2	42
1888-89 . . .	2	24	3	2
1889-90 . . .	1	5	2	21

From England to Karachi the mean rate of transmission was—

	Via Teheran.		Via Turkey.	
	H.	M.	H.	M.
1886-87 . . .	1	5	10	45
1887-88 . . .	0	55	15	54
1888-89 . . .	1	4	19	28
1889-90 . . .	0	59	12	14

18. Fuller particulars are given in Appendix H. It is satisfactory to note that the Turkish administration has increased its working speed. Appendix G shows the average daily mean rate of transmission between Karachi and Teheran.

19. *Check of Errors.*—The total number of words examined for errors was approximately 1,407,192. The percentage of errors on the Persian Section was 0·279 and on the Persian Gulf Section 0·319. The accuracy of transmission therefore between Karachi and Teheran amounts to 99·402 per cent.

20. *Rectifying Messages and Public Complaints.*—The total number of complaints regarding errors, delay and non-delivery of messages received for investigation during the year, amounted to 60, as against 84 in the previous year. Of these, 37 were referred by European Administrations, and 23 from India and the Far East. In addition, 40 other references were received on various subjects,

bringing up the total number of references of all kinds to 100. Out of this number, the Gulf and Persian Sections were responsible for 13 only, namely, 8 errors, 3 non-deliveries and 2 delays.

PERSIAN GULF SECTION.

CABLES.

21. The lengths of the Cables at the end of the last two years were :—

	1889-90. Knots.	1888-89. Knots.
Gutta-Percha Cable	1,224'0	1,224'79
India-Rubber Cable	501'31	501'90
<i>Viz., Gutta-Percha.</i>		
Fao to Bushire	152'13	152'13
Bushire-Jask of 1885	519'05	519'05
Jask-Manora	534'85	535'64
Manora-Karachi (3 Cables)	17'97	17'97
TOTALS	1,224'00	1,224'79
<i>India-Rubber.</i>		
Bushire to Jask	501'31	501'90
GRAND TOTALS	1,725'31	1,726'69

showing a decrease in the total length of 1'38 knots in the various repairs and renewals, which is mainly due to the diversion at Gwador, see paragraph 26.

22. Besides the above, the following cables are also in good working order between Karachi and Manora :—

	Knots.
Cable connecting Karachi and Manora	10'506
Cable connecting Port Trust Office and Port Officer's office by Telephone	4'157
TOTAL	14'663

ELECTRICAL CONDITION OF THE CABLES.

23. *Fao-Bushire Gutta-Percha Cable.*—The electrical condition of this Section continues low, owing to the presence of a small partial fault discovered in January 1889, while cutting out a fault developed in November 1886. Owing to its very high and variable resistance, this fault cannot be localized with any degree of accuracy, and it is not intended to disturb much of this cable unnecessarily, as experience has conclusively shewn that the life of a cable once disturbed is much shortened. The fault in no way interferes with good working, and therefore, its repair will not be attempted till its resistance goes down and its position can be exactly localized.

24. *Bushire-Jask Gutta-Percha Cable of 1885.*—The small fault which appeared in this Section in December 1885, and which was never accurately localized owing to its very high resistance, has quite sealed up and the insulation resistance is now satisfactory.

25. *Bushire-Jask India-Rubber Cable of 1869.*—This Section has continued faulty throughout the year. There were at least two and possibly three faults remaining on the 1st April 1890. Their localization will be proceeded with on the next trip of the "*Patrick Stewart*", when some lengths of original cable, in one of which one fault is known to exist, will be renewed. The presence of these faults interfered in no way with the working.*

26. *Jask-Manora Gutta-Percha Cable.*—The Gwador Station having been cut out of the cable system in September 1889, the two sections Jask-Gwador and Gwador-Manora have been made one. The insulation of this Section is now quite satisfactory.

27. *Harbour Cables.*—The extension of the Railway lines, noticed in last year's report, has been steadily progressing and a great length of the harbour cables, between the Central Office and the Custom House, is now covered by embankments. During the construction of the lines and some roads the

* Since writing the above, three faults have been removed and the insulation of this section has risen.

cables were uncovered in places and damaged by the workmen. One total break, caused by the point of a pickaxe penetrating the cable and severing the core, and one partial earth fault from the same cause, were discovered on the 11th September 1889 and repaired on the 21st. Two more partial faults were discovered on the 30th December 1889, and could not be repaired as a road was constructed over the position of the fault. To avoid this dangerous ground a land-line, 2,818 yards long, was constructed from the Central Office to near the Custom House. Here a roomy cable house was built and six cables entrenched up to cable box No. 6, beyond the Custom House.

28. *Working and Testing.*—Duplex working has been established as an experiment on the Bushire-Jask Gutta-Percha Cable, and has been found to be very useful during the periods of interruption on the India-Rubber Cable, when the Jask-Karachi Cable and one land line wire were used in connection with duplex on the above Cable. The speed of working attained, however, is not as great as was anticipated, but with additional apparatus now being manufactured it is hoped that it will be raised considerably. The undertaking is nevertheless an undoubted success and unique in its way, as it is believed to be the first instance of a long sea cable being worked by the duplex method with ordinary Morse instruments. Great credit is due to Mr. Possmann, the Engineer and Electrician of the Persian Gulf Telegraphs, by whom the system was devised and to whose calculations the instruments used were manufactured in the workshops of the Indian Telegraph Department.

29. Mr. Pierce, one of the Superintendents of the Persian Gulf Section, carried out some experiments in automatic signalling with such satisfactory results that two sets of Wheatstone's fast working automatic transmitters and receivers complete have been indented for from England, with the view to giving practical effect to the system. Great credit is due to Mr. Pierce for suggesting and conducting these experiments from which much is hoped for in the future.

30. An official history of the cables was completed during the year by Mr. Possmann, the Engineer and Electrician. This work will be of the greatest use and interest so long as the cables exist.

FAULTS AND INTERRUPTIONS ON THE CABLES.

31. On the 31st March 1889, there were three faults awaiting repair. One in the Fao-Bushire Section discovered in January 1889, and not localized. One in the Bushire-Jask Cable of 1885, which appeared in December of that year, and not localized. One in the Bushire-Jask India-Rubber Cable discovered in January 1889, and not localized. During the past year 7 new faults occurred, namely, 3 total breaks and 4 partial earth faults. Of these 10 faults, one sealed up and 5 have been cut out, leaving for repair on 31st March 1890, four faults; namely, one in the Fao-Bushire Cable and three in the Bushire-Jask India-Rubber Cable. The three total breaks were due to the corrosion of the iron guards. Of the 2 partial faults repaired, one was due to the same cause, and one to manufacture, the iron sheathing having been pressed into the core, leaving only a thin film of gutta-percha between the conductor and earth. It is a matter for surprise that this film was not pierced by the current during the 25 years the cable has been down, and it is probable that there was some local cause for its rupture in October 1889, when the fault first developed.

32. One circuit between Karachi and Bushire was in working order throughout the year, while a second circuit was available for 346 days, the India-Rubber Cable between Jask and Bushire being interrupted for 19 days on account of breaks, repairs, and renewals.

33. The Cable between Karachi and Jask was interrupted for 123½ days, owing to a fault off the Malan which could not be repaired on account of the monsoon swell having set in. Both the land-line wires, however, worked well during this time, the rupture of the cable thus causing no delay to traffic.

MAINTENANCE, REPAIRS AND RENEWALS OF THE CABLES.

34. During the past official year the Telegraph steamer "*Patrick Stewart*" made 4 trips, during which she steamed upwards of 7,000 knots, the Engineering Establishment being absent from Head Quarters 117 days.

35. The work of renewal of the Karachi-Bushire Cable* was proceeded with satisfactorily during the year. Up to the end of the working season of 1890, and since the 1st September 1888, 428 knots of Cable have been renewed, leaving 337 knots to be renewed.

36. In addition to this, 50½ knots of new Cable were laid down on account of faults and diversions.

37. Whilst carrying out the repairs and renewals (including the diversion off Gwadar whereby that station was cut out of the Cable system) 280·88 knots of Cable were disturbed, of which—

23·2 per cent. had to be left on the ground, being too weak to bear lifting.

25·5 per cent. was found only fit to be stripped for the core,

43·7 per cent. was fit for relaying after repair.

7·6 per cent. in short pieces was kept for sale for fencing purposes.

EXPENDITURE OF CABLE AND CABLE IN STOCK.

38. The total amount of Cable expended during the past year, including repairs and diversions of the Karachi-Manora Harbour cables, amounted to 277·81 knots, leaving on the 1st April 1890 a balance in stock of 54·04 knots, made up as follows:—

	Gutta Percha.
Shore end	2·93
New cable	33·82
Repaired cable	10·0
Thin cable thin core	4·88
Thin cable thin core	2·41

39. The Estimate sanctioned by the Government of India† has again been worked up to 272·94 knots of cable having been manufactured or retaped in the factory against 267 knots, the length estimated.

40. The Gutta-Percha Cable core recovered from stripped cable was re-manufactured into cable, if the length exceeded a quarter knot, shorter pieces being sent to the India Store Department, London, for sale in returned cable core tanks. All stripped India-Rubber core was also forwarded for sale, as it was found too full of faults to re-sheathe any lengths of it.

MEKRAN COAST LINES.

41. The lengths of the various Sections of these lines, at the close of the year under review, were as follows:—

	Miles of Line.	Miles of Wire.
Karachi to Sonmeanee Branch	41·10	82·20
Sonmeanee Branch	2·00	4·00
Sonmeanee Branch to Ormara	172·90	345·80
Ormara to Pusnee Branch	88·40	176·80
Pusnee Branch	3·20	6·40
Pusnee Branch to Gwadar	76·40	152·80
Gwadar to Charbar	116·20	232·40
Charbar to Jask	201·26	402·52
TOTAL	701·46	1,402·92

42. *Maintenance and Repairs of Land-lines.*—In the Gwadar Division 823 Johnson and Phillips fluid insulators were substituted for an equal number of Schomberg and other patterns of insulators. This completes the insulation of the line with fluid insulators along its whole length.

43. The line from Karachi Office to Lyari angle post, a distance of 1½ miles, was diverted on account of some buildings being erected on the old route. The wire now employed is hard drawn copper wire 100lb to the mile. At Jaffri, where some posts were washed down in August 1889, the direction of the line has been altered, avoiding the water channel cut by the flood, and is now quite safe. The spans of the 2½ miles of double line at Ormara, where copper wire alone is used, have been altered from 150 to 100 yards each, causing an addition of 30 wooden posts. The wires of both lines have been renewed for a distance of 24½ miles, the old wire being in a very weak state through rust. All the old ingot joints in this section have been bridged over by iron binding wire soldered on

* Sanctioned by the Government of India, Public Works Department, in letter No. 282-T., dated 1st December 1888.

either side of the joint, which has led to a considerable reduction in the resistance of the wires. The brackets of the lower wire in both divisions were connected to earth through the iron part of the standards, or to the ground where wooden posts are used to do away with cross leakage which interfered greatly with the separate working of the two wires at night during the monsoon.

44. In the Jask Division the following work was carried out besides the earth-wiring, *vis.*—

- (a) the fitting of 140 middle and 40 lower galvanized iron clamps on such standards as had their bands destroyed by rust;
- (b) the shifting of the masts at the Bir river, where the banks had been cut away: the span was increased from 427 to 683 yards;
- (c) constructing 44 miles of a diversion of 56 miles from Pakhjah (21 miles east of Charbar) to the Dasht river. This diversion will be completed next season. It is being made to remove the line from a swampy plain where the posts and wire require renewal through rust and from a long length of precipitous hills where the inspection of the line is almost impossible during the greater part of the working season.

45. Some wilful damage was done to the line during the year under review, no less than 50 insulators having been broken in the Jask Division.

46. The only wilful damages in the Gwadar Division were the breaking of both wires near Karachi on the 19th November 1889, and the cutting and theft of about 100 yards of copper wire from the line in the same place, on the 4th and 5th January 1890. A reward of Rs 50 was offered for the apprehension of the offender, but with no result.

47. *Interruptions.*—Only one total interruption has taken place on the whole of the Mekran Coast land line during the year, which was caused by both wires being wilfully cut near Karachi, and lasted 1 hour 15 minutes. The Karachi-Jask Cable was, however, working at the time. Partial interruptions not affecting communication were 10 in number, aggregating 5 days 23 hours 6 minutes. Of these, four were due to wilful damage, one to a storm, one to a flood, three to the breakage of copper wires on the Ormara double line, due to spans being too long (these have since been reduced), and the cause of one is unknown.

48. The following are the durations of the partial interruptions on the various sections:—

	D.	H.	M.
Karachi-Ormara (6)	1	10	36
Ormara-Gwadar (3)	1	22	40
Gwadar-Charbar (nil)			...
Charbar-Jask (1)	1	13	50
TOTAL	5	23	6

CABLE FACTORY.

49. Several improvements have been made in the machinery during the year which have resulted in increased speed and less noise as well as a saving in the consumption of coal. A new boat-house has been built with a slip for hauling up boats with a cradle running on rails. Also a new house has been erected, partially with materials recovered from the disused office at Gwadar, as quarters for the assistant to the electrician.

50. The following is a summary of the work done in the factory during the past year:—

Cable manufactured	195'59	knots
" repaired and retaped	77'35	"
" stripped for the core	98'63	"
TOTAL PASSED THROUGH THE FACTORY	371'57	"

51. This is the best record of a year's work since the establishment of the factory, and reflects the credit on the engineering establishment.

CABLE STEAMER "PATRICK STEWART."

52. This vessel remained in good working order throughout the year. She made four trips, during which she steamed about 7,000 knots; besides which she proceeded twice to Bombay for docking and repairs, steaming 1,800 miles. A statement of the work done by this vessel is given in Appendix L.

53. The new boilers for the ship arrived in Bombay in August last year and are stored until required for the ship in the Bombay Dockyard. The present boilers being still in working order, the new ones will not be fitted before the monsoon of 1891; and as the mechanical condition of our cables is constantly improving, owing to the large renewals being made, the detention of the ship in Bombay for some months for the purpose of fitting the boilers will, it is hoped, cause no inconvenience.

PERSONNEL.

54. Mr. Finch brings to notice specially the services of Messrs. Possmann, Sealy, Pierce and Captain Tindall, and writes in high terms generally of the establishment under his orders, who continue to carry on their duties in a satisfactory manner in a very trying climate.

PERSIAN SECTION.

55. *Line maintenance and repairs.*—The work of generally improving the line and removing faults in its original construction, such as reducing severe angles and unnecessarily long spans and adapting it for the use of porcelain insulators, which was begun in 1880, has been continued during the year under review.

56. *Offices.*—On the 8th December 1889, the Teheran office was removed into the new building erected by the Persian Government, where the Indo-European Department, the Indo-European Company and the Persian Government administration are now under one roof. The buildings are the property of the Persian Government, and through the courtesy of His Excellency the Mukhber-ed-Dowleh the details were carried out under the direction of Lieutenant-Colonel Wells, the Officiating Director. The new quarters are reported to be commodious and well adapted for the purpose for which they are required.

57. *Wilful damage.*—There were 86 acts of wilful damage committed in 1889-90, showing an increase of 126·3 per cent. This increase is attributed to the larger use of white porcelain insulators, which are electrically far superior to the iron hooded insulators, but offer greater attractions to the Persians as targets for testing the efficiency of their guns or their skill in throwing stones. The advisability of continuing the use of white porcelain insulators is under consideration. A sum of 4,740 krans was received from the Persian Government in compensation for the damage, of which 2,490 krans were paid by the local Governors of Districts, the balance, 2,250 krans, being recovered through the agency of Her Britannic Majesty's Legation at Teheran.

58. *Interruptions.*—The principal interruptions during the year were (1) a flood in the Kinarigird Hills, causing a stoppage for nearly 16 hours on the nights of the 27th and 28th May 1889, and (2) wilful damage interrupting communication for seven hours on the 19th March 1890.

59. The following is a table showing the duration of interruptions from all causes for the past four years :—

	On 1 wire.		On 2 wires.		On 3 wires.	
	H.	M.	H.	M.	H.	M.
1886-87 . . .	636	56	129	1	59	23
1887-88 . . .	342	32	50	32	8	55
1888-89 . . .	603	39	27	44	50	46
1889-90 . . .	429	36	96	4	22	58

Birds and camels continue to be sources of annoyance and causes of interference with communication.

60. *Traffic.*—Traffic was interrupted for 15 hours 53 minutes in May 1889, and for 7 hours 5 minutes in March 1890, making a total of 22 hours 58 minutes during the whole year during which traffic was totally stopped. For purposes of the joint purse agreement an interruption is only taken into account if the traffic is totally interrupted for 24 hours; but neither of the above reached this limit,

Appendix M is a statement showing the average rate of transmission of messages between Teheran and Bushire, and *vice versa*. Appendix N shows the number of messages transmitted over the Persian Section. This shows a decrease of 88,222 words since the previous year, which, however, is entirely due to the Eastern Company's cables working throughout the year 1889-90, without interruption, thus rendering it unnecessary to divert any messages to the Indo-European route.

The ordinary traffic arrangements remained unchanged during the year.

61. *Persian authorities*.—Friendly relations have been maintained with the local authorities and the inhabitants. Two cases of theft are reported and one case of an attack on a Gholam. None of these are deemed of any importance, and full compensation has been paid in each case to the aggrieved parties.

MESHED LINE.

62. *Line maintenance and repairs*.—1,400 new poles have been erected on this line.

63. *Interruptions*.—The interruptions, due to all causes, amounted to 1,994½ hours in the year, of which those due to wilful damage, aggregated 100 hours 30 minutes. Damage by camels accounts for 136 hours.

64. *Finance*.—A sum of 11,736 krans was received from the Persian Government for the payment of the Gholams employed on the Meshed Line, and monetary aid for the purchase of the line stores and instruments, required for the improvement of the working of the line, has been promised.

65. *Inspection*.—A detailed inspection of the line was made by the Officiating Director in December 1889 and January 1890, which resulted in proposals for the improvement of the line, to which proposals His Excellency the Mukhbered-Dowleh, C I.E., has acceded.

66. Throughout the year the Indo-European Telegraph Department was under the administration of Colonel H. A. Mallock.

SIMLA;

The 25th September 1890.

APPENDICES.

APPENDIX A.

Summary of Expenditure on Capital Account to 31st March 1890.

Capital Expenditure on 31st March 1889										Capital Expenditure from 1st April 1889 to 31st March 1890—										£										s. d.									

NOTE.—The loss by exchange on English transactions for and up to the period ended 31st March 1889 was erroneously deducted from "Stores," to which service head it was charged in the first instance. The item however is a *bona fide* debit to "Capital," and hence has now been entered above, thus increasing the total expenditure to end of March 1890 to £1,145,895-14-6, or its equivalent £1,145,957. fractions omitted, as shown in Finance Accounts for 1889-90.

F. RAWSON,

Examiner, Indo-European Telegraph Accounts.

APPENDIX B.

Revenue Account for the year ended 31st March 1890.

To Traffic Earnings from 1st April 1889 to 31st March 1890—				By Expenditure from 1st April 1889 to 31st March 1890—			
Persian Gulf Section.		Persian Section.		In India.		In England.	
R	a. p.	R	a. p.	R	a. p.	R	a. p.
Net earnings on Indian, Trans-Indian and Local Traffic, including the profit on mean rates <i>via</i> Turkey				Persian Gulf Section.			
10,911,430 0 0	0 0	1,50,030 0 0	0 0	1,20,386 0 0	0 0	16,842 0 0	0 0
109,143 0 0	0 0	15,003 0 0	0 0	31,501 0 0	0 0	...	0 0
—15,944 0 0	0 0	—2,165 0 0	0 0	4,14,903 0 0	0 0	...	0 0
...	0 0	...	0 0	1,62,460 0 0	0 0	2,000 0 0	0 0
3 0 0	0 0	...	0 0	8,455 0 0	0 0	...	0 0
93,402 0 0	0 0	12,538 0 0	0 0	7,37,705 0 0	0 0	18,842 0 0	0 0
106,040 0 0	0 0	106,040 0 0	0 0	...	0 0	...	0 0
Common Purse.				Persian Section.			
Balance due to Common Purse				88,088 0 0	0 0	7,122 0 0	0 0
Profit and Loss				78,382 0 0	0 0	2,562 0 0	0 0
Gain by exchange				89,983 0 0	0 0	2,562 0 0	0 0
Net Total				5,495 0 0	0 0	...	0 0
28,637 0 0				2,61,948 0 0	0 0	12,246 0 0	0 0
Total . . . . .				...	0 0	...	0 0
36,932 0 0				...	0 0	...	0 0
Total . . . . .				...	0 0	...	0 0
104,756 16 0				...	0 0	...	0 0
4,976 8 0				...	0 0	...	0 0
109,733 4 0				...	0 0	...	0 0

F. RAWSON,
Examiner, Indo-European Telegraph Accounts.

APPENDIX C.

JOINT PURSE.*

TABLE A.—Division of Receipts.

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	PROPORTIONS FOR					PROPORTIONS FOR					PROPORTIONS FOR				
	Number of words.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.	Number of words.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.	Number of words.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.
1878-79.	1,720,865	310,009 16 2	187,214 18 10	69,256 3 5	53,538 13 11	841,876	117,170 15 7	94,337 12 6	14,095 13 2	8,717 9 11	2,562,731	427,180 11 9	281,572 11 4	89,351 16 7	62,256 3 10
1879-80.	1,910,511	337,767 6 8	204,191 16 10	75,339 2 5	58,236 2 3	1,030,660	147,541 14 11	114,667 0 5	17,206 6 7	10,668 7 11	2,947,171	480,309 1 7	318,858 17 3	92,545 14 2	68,904 10 2
1880-81.	2,143,516	379,839 8 8	229,385 0 9	84,536 2 5	65,598 5 7	1,043,603	143,776 13 1	115,793 6 10	17,296 6 4	10,696 19 11	3,187,211	523,616 1 9	345,168 7 7	102,152 8 9	76,495 5 5
1881-82.	2,012,597	360,011 1 9	221,721 18 1	78,165 12 1	68,123 11 7	1,149,106	155,093 0 8	118,529 6 4	21,889 15 3	14,673 19 11	3,157,703	515,104 2 5	340,251 4 5	100,055 7 4	74,797 10 8
1882-83.	2,086,976	384,007 5 2	227,080 3 4	88,797 13 1	68,129 9 4	1,106,824	161,035 16 7	119,310 9 11	24,904 13 8	16,784 13 10	2,283,799	545,043 9 9	346,390 12 5	113,738 6 9	84,914 3 2
1883-84.	2,036,841	368,386 9 2	223,913 3 6	81,777 2 7	63,190 3 11	1,286,291	175,123 6 7	140,324 19 11	21,904 13 10	13,393 13 10	3,343,139	544,003 15 9	346,238 3 5	103,181 15 5	76,583 10 11
1884-85.	2,033,938	366,469 16 5	218,775 3 4	79,930 9 2	61,793 18 11	1,421,111	195,974 16 11	157,057 2 4	23,923 8 0	14,973 12 2	3,435,049	556,443 18 11	375,832 10 8	103,873 17 2	76,737 11 1
1885-86.	2,138,875	404,063 1 4	244,016 9 2	90,360 11 7	69,686 0 7	1,443,342	194,749 16 11	152,939 16 6	23,813 15 1	16,368 5 6	3,717,171	558,812 18 3	396,956 5 6	115,844 6 8	86,012 6 1
1886-87.	2,214,048	352,159 11 4	212,669 3 2	78,672 9 0	60,837 19 1	1,441,312	193,393 13 5	135,739 18 6	22,665 4 8	14,368 9 3	3,656,266	545,552 19 9	368,458 17 10	100,310 15 8	75,266 8 4
1887-88.	2,207,439	338,324 5 6	209,265 10 8	72,856 18 10	56,201 16 0	1,691,577	213,106 12 4	172,737 12 8	29,453 10 10	17,818 17 4	3,824,161	531,430 17 10	377,099 8 10	100,937 13 8	74,020 13 4
1888-89.	2,181,507	335,257 11 4	201,209 16 8	75,703 11 6	58,344 3 2	1,691,568	226,776 19 5	172,737 12 8	29,453 10 10	18,781 1 1	3,875,534	556,034 10 9	373,047 9 4	104,961 17 2	77,125 4 3
1889-90.	1,945,184	335,185 3 9	196,789 13 4	72,420 11 10	55,974 18 7	1,633,614	228,917 15 8	184,013 0 10	27,599 11 0	17,205 3 10	3,576,794	554,102 19 5	386,802 14 2	100,120 2 10	73,180 2 5

TABLE B.—Division of Traffic as actually carried.

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	PROPORTIONS CREDITED BY					PROPORTIONS CREDITED BY					PROPORTIONS CREDITED BY				
	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.	Total net value.	Eastern Company.	Indo-European Company.	Indo-European Department.	Eastern Company.	Indo-European Company.	Indo-European Department.
1878-79.	310,009 16 2	221,062 0 7	48,921 2 0	40,026 13 7	117,170 15 7	111,616 0 7	3,316 9 4	2,238 5 8	332,678 1 2	32,678 1 2	52,237 11 4	42,264 19 3	32,678 1 2	52,237 11 4	42,264 19 3
1879-80.	337,767 6 8	220,381 19 1	59,437 16 3	48,947 11 4	142,541 14 11	134,124 5 8	4,877 2 3	3,540 7 0	350,506 4 9	350,506 4 9	64,314 18 6	52,487 18 4	350,506 4 9	64,314 18 6	52,487 18 4
1880-81.	379,839 8 8	262,115 19 4	64,967 10 10	52,755 18 6	143,776 13 1	132,950 5 3	6,307 8 7	4,478 10 3	395,106 4 7	395,106 4 7	71,274 19 5	57,234 17 9	395,106 4 7	71,274 19 5	57,234 17 9
1881-82.	360,011 1 9	252,682 0 4	71,409 14 11	55,899 6 6	155,093 0 8	126,038 4 1	17,846 9 11	11,208 6 8	358,790 4 5	358,790 4 5	89,276 4 10	67,167 13 2	358,790 4 5	89,276 4 10	67,167 13 2
1882-83.	384,007 5 2	257,037 10 3	113,201 11 7	85,168 3 11	161,035 16 7	95,426 5 8	40,049 13 6	25,559 17 5	352,704 12 5	352,704 12 5	153,251 5 1	110,728 1 4	352,704 12 5	153,251 5 1	110,728 1 4
1883-84.	368,386 9 2	206,436 16 6	92,281 15 4	70,171 17 4	175,123 6 7	140,277 15 11	17,609 12 10	11,235 17 10	336,602 16 9	336,602 16 9	144,464 12 11	85,376 19 3	336,602 16 9	144,464 12 11	85,376 19 3
1884-85.	366,469 16 5	191,129 15 6	95,655 5 6	73,684 15 5	195,974 16 11	105,473 13 3	18,809 7 5	11,691 13 10	358,499 12 5	358,499 12 5	134,996 11 1	107,316 19 0	358,499 12 5	134,996 11 1	107,316 19 0
1885-86.	404,063 1 4	210,664 5 2	104,607 9 3	88,491 6 11	194,749 16 11	147,835 3 0	28,089 1 10	18,825 12 1	360,296 12 5	360,296 12 5	104,276 5 2	86,980 2 2	360,296 12 5	104,276 5 2	86,980 2 2
1886-87.	352,159 11 4	195,305 5 6	87,038 8 2	69,795 18 11	193,393 13 5	164,991 6 11	17,217 18 3	11,184 3 3	390,490 6 11	390,490 6 11	89,172 8 8	71,808 2 3	390,490 6 11	89,172 8 8	71,808 2 3
1887-88.	328,324 5 6	206,150 16 10	71,802 8 2	60,371 0 6	213,106 12 4	184,209 10 1	17,370 0 6	11,437 1 9	343,374 17 7	343,374 17 7	121,364 13 9	91,294 19 5	343,374 17 7	121,364 13 9	91,294 19 5
1888-89.	335,185 3 9	175,284 11 0	90,609 12 4	71,363 8 0	226,776 19 5	170,090 6 7	30,755 1 5	19,931 11 5	335,075 1 9	335,075 1 9	116,367 5 2	85,660 12 6	335,075 1 9	116,367 5 2	85,660 12 6
1889-90.	335,185 3 9	162,332 11 5	92,548 6 6	70,34 5 10	228,917 15 8	189,742 10 4	23,618 18 8	15,356 6 8	335,075 1 9	335,075 1 9	116,367 5 2	85,660 12 6	335,075 1 9	116,367 5 2	85,660 12 6

* Exclusive of the liability of the Indo-European Telegraph Department for interceptions in Turkey under Article X of the Joint Purse Agreement.

APPENDIX D.

Summary of Capital and Revenue Account for five years.

YEAR.	CAPITAL ACCOUNT.		REVENUE ACCOUNT.										Dividend on Capital.	REMARKS.	
	Capital Expenditure during year.	Total capital to end of year.	RECEIPTS.						EXPENDITURE.						Net profit or loss.
			Persian Gulf Section.		Persian Section.		Total Receipts.	Persian Gulf Section.	Persian Section.	Total working expenses.					
			Message Revenue.	Miscellaneous.	Message Revenue.	Miscellaneous.									
1885-86	10,229	1,12,99,757	8,63,182	3,172	1,47,972	4,958	10,19,284	13,92,360	2,27,714	16,20,074	—6,00,790	...	New Cable Beshire to Jank laid.		
1886-87	—55,993	1,12,43,764	8,81,875	6,117	1,09,911	5,892	10,03,795	6,39,470	2,26,057	8,65,527	1,38,268	1'23			
1887-88	37,831	1,12,81,595	8,70,926	47,126	1,08,835	8,350	10,35,237	5,66,475	2,70,381	8,36,856	1,98,381	1'75			
1888-89	—40,257	1,12,41,365	9,89,020	7,831	1,41,290	6,459	11,44,600	7,07,929	2,45,294	9,53,223	1,91,377	1'72			
1889-90	32,735	1,14,58,957*	9,32,020	28,637	1,28,380	8,295	10,97,332	7,73,374	2,74,194	10,47,568	49,764	0'44			

* This includes a sum of Rs184,856 on account of loss by exchange on English transactions during previous years erroneously omitted in previous accounts.

APPENDIX E.

PERSIAN GULF SECTION.

Showing the Net Value of the Traffic received from the Indian, Persian and Turkish Lines and from Stations of the Section during the year 1889-90.

1889-90.	INDIAN LINES.			PERSIAN LINES.			TURKISH LINES.			STATIONS OF THE PERSIAN GULF SECTION.			GROSS TOTAL.		
	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.
April .	3,977	52,766	R 43,567 14 4	3,256	50,747½	R 34,138 4 10	372	2,894	2,712 10 3	341	4,054	859 3 4	7,946	110,461½	R 81,278 0 9
May .	4,074	52,296	43,049 8 9	3,633	60,358½	37,872 8 11	397	3,155	3,003 15 8	314	3,752	813 3 10	8,418	119,561½	84,739 5 2
June .	3,746	48,887	39,706 13 3	3,296	54,938	34,665 10 0	383	3,061	2,690 7 10	249	3,238	687 3 6	7,674	110,124	77,750 2 7
July .	4,478	56,772	46,617 2 1	3,686	58,007	38,072 5 4	409	3,238	2,931 11 10	316	3,387	981 9 9	8,889	121,404	88,602 13 0
August .	4,244	57,753	47,280 6 11	3,812	59,845	39,839 7 0	466	3,973	3,416 1 2	367	4,276	1,109 10 9	8,889	125,847	91,645 9 10
September .	4,236	56,556	46,757 13 8	3,686	62,376½	40,201 2 11	459	3,837	3,382 6 9	321	3,317	1,050 12 10	8,702	126,086½	91,392 4 2
October .	4,651	63,606	52,754 3 10	4,349	75,529	52,823 10 6	529	4,797	4,333 15 9	368	4,033	1,139 12 4	9,897	147,965	1,11,051 10 5
November .	4,708	66,497	53,847 2 0	4,498	80,669½	54,796 0 0	480	3,915	3,667 8 6	376	4,123	1,010 12 0	10,062	155,204½	1,13,321 6 6
December .	3,385	47,510½	38,891 1 9	2,973	54,313	35,189 14 11	353	3,680	3,377 6 0	372	4,383	1,082 6 0	7,083	109,886½	78,540 12 8
January .	4,919	66,074	54,536 11 5	4,453	74,489½	50,228 8 5	518	4,551	4,195 8 4	408	4,628	1,260 11 3	10,298	149,722½	110,221 7 5
February .	4,314	59,593	46,127 9 8	4,060	72,054	45,337 14 3	384	3,100	2,842 13 7	370	4,619	1,251 4 0	9,128	139,366	95,559 9 6
March .	4,763	63,129	49,899 11 9	4,300	72,481	46,398 0 4	286	2,568	2,204 10 7	367	4,888	1,408 14 1	9,716	143,066	99,911 4 9
TOTAL FOR THE YEAR .	51,495	691,439½	563,036 3 5	46,002	775,809	599,563 7 5	5,036	42,769	38,759 4 3	4,169	48,678	12,655 7 8	106,702	1,558,695½	1,1,24,014 6 9
Monthly average	4,291	57,620	46,919 10 11	3,834	64,651	42,463 9 11	420	3,564	3,229 15 0	347	4,056	1,054 10 0	8,892	129,891	93,667 13 10

H. HARRISON,

Officiating Traffic Manager.

APPENDIX F.

PERSIAN GULF SECTION.

Showing the Number of Messages and Words and the Percentage of Messages received from and forwarded to the Persian and Turkish Lines during the year 1889-90 compared with the previous year.

MONTH.	1889-90.										1888-89.												
	Via TEHRAN.					Via TURKEY.					Via TEHRAN.					Via TURKEY.							
	FROM	TO.	MESS- ages.	WORDS.	TOTAL.	FROM.	TO.	MESS- ages.	WORDS.	TOTAL.	FROM.	TO.	MESS- ages.	WORDS.	TOTAL.	FROM.	TO.	MESS- ages.	WORDS.	TOTAL.			
April .	3,256	50,747	3,753	50,777	7,009	101,524	372	2,894	1,501	549	4,395	2,659	47,615	3,065	39,543	5,724	83,158	301	4,068	166	2,612	467	6,680
May .	3,633	62,358	3,896	50,637	7,529	110,995	397	3,155	1,275	544	4,430	3,390	60,574	3,661	51,409	7,051	111,983	233	2,094	122	1,195	355	3,289
June .	3,296	54,938	3,600	47,629	6,896	102,567	383	3,061	1,226	522	4,287	3,483	62,541	3,963	55,753	7,446	118,294	259	2,201	111	1,155	370	3,356
July .	3,686	58,007	4,314	55,292	8,000	113,299	409	3,238	1,381	568	4,619	3,658	68,405	3,738	52,123	7,396	120,528	267	2,863	101	897	328	2,766
August .	3,812	59,845	4,073	55,905	7,885	115,750	466	3,973	2,067	681	6,040	8,160	112,051	10,084	114,301	18,244	226,352	516	4,156	237	2,306	753	6,562
September .	3,686	62,376	4,028	54,675	7,714	117,051	459	3,837	1,941	661	5,778	7,335	102,927	7,585	89,242	14,820	192,165	633	4,815	252	2,404	885	7,219
October .	4,349	75,529	4,441	61,703	8,790	137,232	529	4,797	2,032	753	6,829	3,927	64,056	3,873	54,230	7,800	118,286	391	3,583	234	2,425	625	6,008
November .	4,498	80,669	4,503	64,941	9,001	145,610	480	3,915	1,687	692	5,602	3,937	63,840	4,196	61,550	8,133	125,390	324	2,949	172	1,569	496	4,518
December .	2,973	54,313	3,167	45,394	6,140	99,797	353	3,680	1,471	532	5,151	3,767	66,949	3,934	56,751	7,701	123,700	353	3,012	188	1,876	541	4,888
January .	4,453	74,489	4,685	63,821	9,138	138,310	518	4,551	1,626	695	6,177	4,161	72,730	4,344	62,415	8,595	135,145	327	2,929	143	1,310	470	4,239
February .	4,060	72,054	4,113	57,635	8,173	129,689	384	3,100	1,259	538	4,359	2,818	59,918	3,033	41,495	5,851	92,413	333	2,727	189	1,523	521	4,250
March .	4,300	72,481	4,592	61,394	8,892	133,875	286	2,568	1,615	428	4,183	2,906	45,674	2,973	40,824	5,379	86,498	349	2,715	183	1,432	532	4,147
TOTAL FOR THE																							
YEAR .	46,002	775,899	40,165	669,803	95,167	1,445,612	5,036	42,769	19,081	7,163	61,850	59,101	814,276	54,449	719,636	104,550	1,533,912	4,245	37,142	2,098	20,804	6,343	57,946
Percentage .			93'00						7'00					94'28							5'72		

H. HARRISON,
Officiating Traffic Manager.

APPENDIX G.

PERSIAN GULF SECTION.

Showing the average daily mean rate of transmission of Messages over the Persian Gulf and Persian Sections to and from Karachi and Tehran during the year 1889-90, compared with that of the previous year.

MONTH.	1889-90.				1888-89.				
	Karachi to Tehran.		Tehran to Karachi.		Karachi to Tehran.		Tehran to Karachi.		REMARKS.
	Mins.	Secs.	Mins.	Secs.	Mins.	Secs.	Mins.	Secs.	
April	7	0	5	33	11	44	10	37	Working one circuit (owing to minor falling on several occasions); enhanced mean.
May	8	43	8	4	9	4	8	31	
June	8	17	12	41	16	15	9	11	
July	8	29	14	40	14	57	20	1	
August	10	39	10	4	.....	.....	.....	.....	Working one circuit Gulf Section for 4 days 19 hours. Karachi-Gwadar Section interrupted; working through land line 4 days 23 hours and one circuit Persian Section.
September	8	11½	7	15	.....	.....	.....	.....
October	8	46	8	23	14	33	17	2	Not recorded owing to pressure of work caused by the total interruption of the Eastern Company's lines.
November	13	14	11	28	17	1	17	33	
December	11	28	12	15	14	6	14	21	Working one circuit Gulf Section for 3 days 7 hours and Persian land lines working badly.
January	17	41	21	14	18	41	25	55	Working one circuit Gulf Section for 2 days 19 hours; Persian land lines working badly.
February	20	38	25	1	9	57	9	1	Working one circuit Gulf Section for 5 days 23 hours; Persian land lines working badly.
March	13	36	13	5	8	5	5	34	
Average monthly mean rate of transmission per message during the Year	11	23½	12	28	13	26	13	47	

H. HARRISON,
Officiating Traffic Manager.

APPENDIX H.

PERSIAN GULF SECTION.

Statement showing the maximum, minimum and mean rate of transmission from the United Kingdom to Karachi during the year 1889-90, compared with that of the previous year.

MONTH.	1889-90.										REMARKS.								
	UNITED KINGDOM TO KARACHI.					UNITED KINGDOM TO KARACHI.													
	Via TEHRAN.					Via TURKEY.													
	Maximum.	H. M.	Minimum.	Mean.		Maximum.	H. M.	Minimum.	Mean.										
April	4 51	0 10	0 50	0 48	3 24	0 6	0 48	0 52	0 50	3 48	15 43	Company's lines interrupted 15 hours, 21 minutes.	Company's lines interrupted 15 hours, 21 minutes.	Company's lines interrupted 5 days, 4 hours, between Odessa and Emden.	Company's lines interrupted 5 days, 4 hours, beyond Fao.	Turkish route.	Tehran route.	Remarks.	
May	3 24	0 6	0 48	0 52	3 46	0 6	0 48	0 52	0 50	3 48	15 16	Cable cut for repairs 13th, 16th and 19th. Company's lines interrupted 30 hours 34 minutes.	Cable cut for repairs 13th, 16th and 19th. Company's lines interrupted 30 hours 34 minutes.	1 Circuit Gulf Section 10 hours.	1 Circuit Gulf Section 4 days, 19 hours.	7 days, 9 hours beyond Busrah and Baghdad.	1 Circuit Gulf Section 10 hours.	Company's lines interrupted 8 hours, west of Odessa, causing total interruption both routes.	2 days, 13 hours beyond Busrah.
June	3 46	0 6	0 52	0 50	3 46	0 6	0 52	0 50	0 50	3 48	13 38	...	...	...	...	...	...	...	...
July	4 36	0 9	1 2	1 2	4 36	0 9	1 2	1 2	1 2	4 11	10 56	...	...	...	...	...	...	...	...
August	3 47	0 4	0 48	0 48	3 47	0 4	0 48	0 48	0 48	4 13	13 41	...	...	...	...	...	...	...	...
September	2 51	0 7	0 47	0 47	2 51	0 7	0 47	0 47	0 47	4 5	14 49	...	...	...	...	...	...	...	...
October	3 15	0 5	1 0	1 0	3 15	0 5	1 0	1 0	1 0	4 5	15 0	Cable cut for repairs and diversion from Gwadar Station.	Cable cut for repairs and diversion from Gwadar Station.	...	...	...	...	...	...
November	5 26	0 9	1 23	1 23	5 26	0 9	1 23	1 23	1 23	3 20	13 46	...	...	...	...	...	...	...	...
December	3 51	0 11	1 5	1 5	3 51	0 11	1 5	1 5	1 5	1 34	9 24	Company's lines interrupted 143 hours, 9 minutes.	Company's lines interrupted 143 hours, 9 minutes.	...	...	...	...	...	...
January	9 19	0 7	1 7	1 7	9 19	0 7	1 7	1 7	1 7	1 5	7 27	...	...	...	...	...	...	...	...
February	6 17	0 9	1 17	1 17	6 17	0 9	1 17	1 17	1 17	0 41	5 37	10th-23rd I. R. cable interrupted.	10th-23rd I. R. cable interrupted.	...	...	...	...	...	...
March	5 59	0 7	0 54	0 54	5 59	0 7	0 54	0 54	0 54	1 31	11 31	...	...	...	...	...	...	...	...
Monthly average during the Year	4 46	0 7	0 59	0 59	4 46	0 7	0 59	0 59	0 59	2 38	12 14	...	...	...	...	...	...	...	...

H. HARRISON,
Officiating Traffic Manager.

APPENDIX I.

Statement shewing the Faults and Repairs in the Persian Gulf Cables during the official year 1889-90.

No.	FAULT. Date.	REPAIR.		TOTAL DURATION OF TOTAL INTERRUPTION.		Section.	LOCALITY OF FAULT.		Cause of Fault.	Cable expended in repair.	REMARKS.
		No.	Date.	Days.	Hours.		Knots.	From			
1	28th December 1885.	...	1st July 1889, sealed up.	...	...	Bushire-Jask, new Gutta Percha.	...	...	.....	Knots.	Partial earth not localized; now sealed up.
2	17th January 1889	...	...	...	...	Fao-Bushire, Gutta Percha	...	...	.....	...	Partial earth not localized.
3	31st " "	1	13th May 1889 .	...	10	Bushire-Jask, India rubber	225'97	Bushire .	Broken wire pierced rubbles.	4'18	Partial earth.
4	20th February 1890.	...	...	...	...	Ditto . . .	...	...	.....	...	Partial earth not localized.
5	20th February 1890.	...	...	...	...	Ditto . . .	...	...	.....	...	Ditto
6	16th May 1889 .	2	17th May 1889 .	1	7	Ditto . . .	404'66	Bushire .	Corrosion of guards and chafe.	0'92	Total break.
7	17th " "	...	...	...	...	Ditto . . .	...	...	.....	...	Partial earth not localized.
8	11th June 1889 .	3	8th October 1889	119	5	Jask-Manora, Gutta Percha	455'84	Jask .	Corrosion of guards .	64'98	Total break.
9	7th October 1889	4	12th December 1889.	...	9	Ditto . . .	75'7	Ditto .	Manufacture .	5'71	Partial earth.
10	10th February 1890.	5	23rd February 1890	13	6	Bushire Jask, India Rubber	199'7	Bushire .	Corrosion of guards .	33'92	Total break.
TOTAL CABLE EXPENDED										109'71	

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX J.

Statement shewing the Renewals in the Persian Gulf Cables during the official year 1889-90.

No	Commencement of Renewal.	Termination of Renewal.	TOTAL DURATION OF INTERRUPTION CAUSED BY RENEWAL.		Section.	LOCALITY OF RENEWAL KNOTS.			TOTAL LENGTH OF RENEWAL.	REMARKS.
			Days.	Hours.		From	To	From		
1	28th April 1889	1st May 1889	2	6	Bushire-Jask, India Rubber	245'37	287'62	Bushire	40'31	
2	19th May 1889	20th May 1889	1	9	Jask-Gwadar, Gutta Percha	59'96	70'16	Jask	10'21	
3	22nd September 1889	24th September 1889	2	10	Jask-Gwadar and Gwadar-Manora.	250'218	277'38	Ditto	27'18	Diversion.
4	4th December 1889	6th December 1889	1	23	Bushire-Jask, India Rubber	498'67	501'79	Bushire	3'15	
5	5th "	9th "	4	3	Jask-Manora, Gutta Percha	Jask cable house.	39'13	Jask	39'15	
6	28th February 1890	28th February 1890	...	13	Ditto	413'88	422'7	Ditto	8'84	
7	2nd March 1890	3rd March 1890	1	12	Ditto	178'40	212'29	Ditto	35'30	
					TOTAL CABLE EXPENDED	...	...	.....	164'14	

B. T. FFENCH,
Director, Persian Gulf Section.

APPENDIX K.

Statement shewing Expenditure of Cable during 1889-90, and quantity on hand on 31st March 1890.

DESCRIPTION.	Balance in hand, 31st March 1889.	RECEIVED SINCE.			TOTAL.		Balance in hand, 31st March 1890.	REMARKS.
		Manufactured at Manora.	Received from England.	Picked up at sea and retaped.	Receipts, 1889-90.	Expenditure, 1889-90.		
Gutta Percha—								
Main Cable, 1st class . . .	20'02	104'00	...	...	124'02	110'30	13'72	
Do. 2nd class . . .	10'00	...	...	75'23	75'23	75'23	10'00	
Thin Cable, Thin core . . .	8'60	...	...	...	3'72	3'72	4'88	
Do. Thick old core . . .	6'80	44'50	...	...	48'89	48'89	2'41	
New Main Cable, old core . . .	...	41'09	...	...	20'99	20'99	20'10	
Shore end . . .	...	6'00	...	...	3'07	3'07	2'93	
India Rubber—								
Main Cable . . .	10'34	...	...	2'12	12'46	12'46	...	
Shore end . . .	3'15	...	...	...	3'15	3'15	...	
TOTAL	58'91	195'59	...	77'35	331'85	277'81	54'04	

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX L.

Statement of work done by the Telegraph Cable Steamer "Patrick Stewart" during the year 1889-90.

DATE.		Particulars.
From	To	
1889.	1889.	
April 1st	April 5th	In Bombay harbour completing defects.
" 6th	" 9th	Left for Karachi, arriving on 9th.
" 10th	" 21st	At moorings in Karachi harbour.
" 22nd	May 24th	Left Karachi for all stations with stores.
		Renewed faulty portions of India Rubber Cable in Jask-Bushire Section and in Jask Gwador Section. Picked up old Gutta Percha Cable. Repaired 2 faults in Jask-Bushire Section India Rubber Cable and returned to Karachi.
May 25th	Sept. 18th	At moorings in Karachi harbour.
Sept. 19th	Oct. 8th	Left Karachi, diverted Cable from Gwador station, making one section between Manora and Jask and repaired fault, and renewed a long length of the same Cable off the Malan and returned to Karachi.
Oct. 9th	" 18th	At moorings in Karachi harbour.
" 19th	" 22nd	Left for Bombay, arriving there on the night of the 22nd.
" 23rd	Nov. 4th	In Bombay harbour and dock, discharging old cable, wire and undergoing repairs, &c.
Nov. 5th	" 7th	Left for Karachi, arriving on 7th.
" 8th	" 24th	At moorings in Karachi harbour.
" 25th	1890. Jan. 10th	Left Karachi for Persian Gulf with Director on annual inspection duty and with stores and reliefs for stations. Renewed India Rubber Cable shore end at Jask, also 39 knots of cable in Jask-Manora Section. Repaired a fault in Jask-Manora Section. Picked up old cable and returned to Karachi.
1890.		
Jan. 11th	Feb. 12th	At moorings in Karachi harbour.
Feb. 13th	March 4th	Left Karachi, called at Ormara, Gwador, Charbar and Jask to land stores. Repaired Bushire-Jask India Rubber Cable and renewed 34 knots old cable. Renewed 9 knots of cable near Malan and diverted from neighbourhood of deep water. Renewed 35 knots of old cable in Jask Manora Section off Astolah island and picked up old cable and returned to Karachi, arriving on 4th.
March 5th	" 29th	At moorings in Karachi harbour.
" 30th	" 31st	Left for Bombay for docking.
		Abstract.
		At moorings in Karachi 214
		In Bombay harbour and dock 18
		At Sea 133

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX M.

PERSIAN SECTION.

Average rate of transmission of Messages in their transit through the Lines between Tehran and Bushire for the year 1889-90, as compared with the previous year.

1889-90.	TRANSIT.						REMARKS.	1888-89.	TRANSIT.						REMARKS.	
	Tehran to Bushire. Bushire to Tehran.								Tehran to Bushire. Bushire to Tehran.							
	H.	M.	S.	H.	M.	S.			H.	M.	S.	H.	M.	S.		
April 1889	2	2	...	1	39	...	4	4	...	4	56	Eastern Co.'s cable interrupted. Ditto. Earthy lines. Ditto.
May "	4	3	...	1	47	...	3	50	...	3	46	
June "	2	49	...	2	39	...	5	18	...	3	50	
July "	3	44	...	1	44	...	13	40	...	6	15	
August "	4	46	...	3	15	...	2	18	...	7	28	
September "	3	8	...	2	37	...	34	59	...	4	23	
October "	5	17	...	3	55	...	9	18	...	3	57	
November "	6	26	...	7	7	...	16	22	...	8	54	
December "	6	14	...	4	21	...	8	7	...	4	13	
January 1890	17	12	...	11	57	...	19	19	...	12		
February "	9	10	...	6	56	...	5	4	...	2	32	
March "	8	56	...	6	47	...	1	55	...	1	57	
AVERAGE FOR YEAR	6	9	...	4	34	...	22	24	...	4	57	

HENRY L. WELLS, Lieutenant-Colonel, R.E.,
Officiating Director, Persian Section.

APPENDIX N.

PERSIAN SECTION.

Statement shewing number of Messages, Service and Paid, and Words paid, transmitted over Tehran and Bushire Lines during the year 1889-90, as compared with the previous year.

1889-90.	MESSAGES.			REMARKS.	1888-89.	MESSAGES.			REMARKS.
	Service.	Paid.	Words paid only.			Service.	Paid.	Words paid only.	
April 1889	539	7,370	104,893		April 1888	340	5,901	85,135	
May "	619	7,923	113,532		May "	354	7,326	114,500	
June "	460	7,188	103,952		June "	394	7,678	120,204	
July "	498	8,422	117,130		July "	413	7,829	124,056	
August "	517	8,203	117,640		August "	858	18,897	230,011	} Eastern Co.'s cable interrupted.
September "	527	8,185	120,639		September "	650	15,631	196,624	
October "	458	9,349	141,363		October "	345	7,873	122,509	
November "	539	9,582	146,517		November "	331	8,538	128,443	
December "	382	6,513	102,344		December "	507	8,020	125,234	
January 1890	562	9,556	140,894		January 1889	538	8,837	138,835	
February "	581	8,580	131,937		February "	408	6,008	93,649	
March "	637	9,305	136,418		March "	584	5,891	86,242	
TOTAL FOR YEAR	6,319	100,177	1,477,259		TOTAL FOR YEAR	5,722	108,429	1,565,481	

HENRY L. WELLS, Lieutenant-Colonel, R.E.,
Officiating Director, Persian Gulf Section.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eight months of the official year 1890-91, and of the nineteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE EIGHT MONTHS, APRIL TO NOVEMBER.												TOTAL BRITISH INDIA.					YEAR.		
	BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.			
	On Imports of Lq. ops.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	Export Revenue.	Total Revenue.			
1871-72	4,79	29,86	2,58	37,23	86	86	1,17	2,83	2,29	8,15	9,00	19,44	1,06	2,79	12,17	16,02	1,06,37	38,05	1,44,48	1871-72
1872-73	3,52	28,03	2,21	33,76	73	81	1,49	3,03	2,59	7,85	7,18	17,62	1,98	3,15	21,34	26,47	1,05,50	46,85	1,52,35	1872-73
1873-74	4,18	29,42	2,19	35,79	78	67	77	2,22	2,37	8,96	8,74	20,07	2,16	3,04	15,87	21,07	1,04,83	39,16	1,42,99	1873-74
1874-75	4,21	30,06	2,43	36,70	75	48	87	2,10	2,30	9,16	8,66	20,02	2,66	4,42	10,80	17,88	1,14,16	39,76	1,44,92	1874-75
1875-76	4,41	25,82	3,56	33,79	83	67	95	2,45	2,79	9,55	8,18	20,52	2,49	3,23	18,80	24,52	1,08,70	40,55	1,49,25	1875-76
1876-77	5,42	26,64	68	32,74	1,01	50	16	1,67	3,54	8,21	5,48	17,23	2,87	3,49	13,15	19,81	1,04,38	28,28	1,32,66	1876-77
1877-78	5,61	31,43	62	37,69	1,24	60	27	2,21	3,56	5,60	1,38	10,54	3,21	4,00	9,93	17,14	1,19,49	22,54	1,42,03	1877-78
1878-79	5,72	29,17	1,37	36,16	1,26	39	16	1,81	3,72	6,20	2,95	12,87	4,60	4,48	15,09	24,17	1,09,21	28,68	1,37,89	1878-79
1879-80	6,15	24,13	1,17	31,45	2,06	49	14	2,69	3,39	6,18	4,53	14,10	4,42	4,14	17,75	26,31	1,07,99	29,52	1,30,51	1879-80
1880-81	5,61	35,12	1,26	41,99	3,09	75	15	3,99	3,31	7,17	5,52	16,00	3,12	5,24	21,19	29,55	1,12,47	35,39	1,47,86	1880-81
1881-82	6,65	30,82	1,01	38,48	2,56	91	22	3,69	3,21	6,61	3,49	13,31	4,54	5,14	24,53	34,21	1,06,48	39,13	1,45,61	1881-82
1882-83	6,57	—,105*	92	6,44	2,27	3	38	2,68	3,59	2	2,65	6,26	5,23	5	29,32	34,60	26,04	43,29	69,33	1882-83
1883-84	7,10	30	89	8,29	2,42	2	33	2,77	3,35	8	3,48	6,91	5,18	11	21,42	26,71	27,33	37,60	65,61	1883-84
1884-85	6,81	28	1,16	8,25	2,56	4	34	2,94	3,19	3	3,66	6,78	5,12	6	15,57	20,75	25,46	27,27	53,36	1884-85
1885-86	7,75	35	72	8,82	2,94	3	49	3,46	3,17	8	2,44	5,69	4,15	5	24,42	28,62	26,52	36,69	63,88	1885-86
1886-87	7,92	36	79	9,07	3,20	8	63	3,91	3,97	12	3,59	7,68	5,77	10	21,09	26,06	29,38	39,92	63,27	1886-87
1887-88	9,57	34	1,07	10,98	3,32	5	50	3,87	6,52	6	3,07	9,65	6,05	1	21,85	27,91	33,58	35,36	69,74	1887-88
1888-89	9,51	2,64	90	13,05	3,44	62	27	4,33	6,85	69	3,52	11,06	5,67	63	14,25	20,55	35,14	28,62	72,63	1888-89
1889-90	10,30	2,00	1,13	13,43	3,63	48	36	4,47	6,77	51	4,75	12,03	5,60	1,77	24,12	31,49	46,78	37,66	84,38	1889-90
1890-91	11,23	3,12	1,07	15,42	4,21	53	51	5,25	7,49	80	3,07	11,36	5,99	31	34,84	41,14	50,46	49,66	1,00,12	1890-91

* The amount refunded was greater than the duty collected

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch)

Calcutta, 16th December 1890.

E. J. SINKINSON,
Secretary to the Government of India.

**GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.**

No. XXXIII of 1890-91.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Receipts from 1st April to date, audited figures have been used, as far as possible.

Latest Return received.	RAILWAYS.	WEEK ENDING 23RD NOVEMBER, 1889.			WEEK ENDING 22ND NOVEMBER, 1890.			TOTAL RECEIPTS FROM 1ST APRIL TO 23RD NOVEMBER, 1889.		TOTAL RECEIPTS FROM 1ST APRIL TO 22ND NOVEMBER, 1890.		Total Increase in 1890-91.	Total Decrease in 1890-91.
		Total length open.	RECEIPTS.		Total length open.	RECEIPTS.		Total.	Per mile open per week.	Total.	Per mile open per week.		
			Total.	Per mile open.		Total.	Per mile open.						
	<i>State Lines worked by Companies.</i>		<i>R</i>	<i>R</i>		<i>R</i>	<i>R</i>		<i>R</i>	<i>R</i>		<i>R</i>	<i>R</i>
29th Nov., 1890	East Indian (a) . . .	1,526	9,49,420	622	1,526	9,07,923	595	2,77,31,301	535	2,58,02,920	497	...	19,30,372
29th ditto	Patna-Gya . . .	57	9,037	159	57	8,029	151	3,28,806	169	3,34,651	171	3,845	...
15th ditto	Bareilly-Pilibhit . . .	...	...	...	...	(b)	...	(c) 62,855	55	(d) 62,091	54	...	764
29th ditto	Bengal-Nagpur (e) . . .	305	36,870	121	585	55,512	95	11,27,615	109	19,33,985	100	8,06,370	...
29th ditto	Indian Midland (f) . . .	752	83,388	111	752	83,127	82	19,09,271	82	19,31,393	70	22,122	...
29th ditto	Rajputana-Malwa . . .	1,072	3,84,595	230	1,072	3,15,000	188	1,22,46,338	217	1,04,92,040	179	...	21,52,392
29th ditto	Southern Maratha . . .	978	75,695	77	1,043	89,168	86	26,37,567	88	28,59,523	82	2,21,956	...
29th ditto	Ditto Mysore section . . .	296	20,586	70	296	24,376	82	6,13,804	71	7,91,639	79	1,77,835	...
22nd ditto	Villupuram-Guntakal-Nellore-Tirupati section . . .	83	4,139	50	83	4,779	58	1,6,628	58	1,53,196	35	...	8,432
29th ditto	Villupuram-Guntakal section . . .	...	...	...	42	3,843	91	...	...	(g) 3,843	91	3,843	...
29th ditto	Bengal and North-Western* (h) . . .	649	83,795	129	699	98,310	141	27,55,963	126	27,82,066	123	26,103	...
	TOTAL	6,318	16,47,534	261	6,755	15,71,067	233	4,95,77,148	238	4,67,46,262	206	...	28,30,886
	<i>State Lines worked by the State.</i>												
29th Nov., 1890	North Western . . .	2,477	(i) 6,52,171	263	2,395	(j) 6,22,532	260	(k) 1,83,11,428	218	(l) 1,68,28,466	208	...	14,82,962
29th ditto	Oudh and Rohilkhand . . .	692	1,48,798	215	692	1,39,927	202	48,41,378	206	43,25,800	184	...	5,15,518
29th ditto	Lucknow-Sitapur Seramau . . .	105	6,444	61	105	7,988	76	2,03,265	57	1,97,947	55	...	5,318
22nd ditto	Eastern Bengal . . .	747	2,71,620	364	763	2,78,780	365	7,1,20,023	293	72,16,152	270	96,129	...
22nd ditto	Bengal Central . . .	125	10,505	84	125	16,360	131	4,94,834	116	4,15,594	98	...	79,240
22nd ditto	Nalhati . . .	27	2,053	76	27	1,940	72	63,82	68	59,831	65	...	3,251
22nd ditto	Wardha Coal (k) . . .	45	17,007	380	45	17,838	396	5,03,376	334	6,24,243	411	1,18,867	...
22nd ditto	Cherra-Companyganj . . .	7	395	36	8	454	57	6,573	30	11,165	41	4,594	...
22nd ditto	Jorhat . . .	25	948	38	28	1,155	41	40,168	47	42,656	44	2,488	...
22nd ditto	Burma (l) . . .	553	73,937	134	556	1,02,027	184	29,36,346	157	32,60,580	174	3,24,243	...
	TOTAL	4,803	11,83,968	247	4,744	11,89,001	251	34,52,473	214	32,02,303	216	...	15,39,970
	<i>Lines worked by Guaranteed Companies.</i>												
29th Nov., 1890	Great Indian Peninsula (m) . . .	1,447	8,54,822	591	1,447	7,73,388	534	2,05,72,382	421	2,14,95,437	442	9,23,055	...
29th ditto	Bombay, Baroda and Central India . . .	461	2,60,511	565	461	2,24,000	486	80,46,211	516	78,00,064	502	...	2,46,147
29th ditto	Madras . . .	840	1,66,164	198	840	1,99,432	237	60,07,285	211	61,24,864	216	1,17,579	...
22nd ditto	South Indian . . .	654	95,913	147	653	1,19,000	182	37,78,055	171	40,20,488	182	2,51,433	...
	TOTAL	3,402	13,77,610	405	3,403	13,15,880	387	3,84,03,133	333	3,94,49,853	344	10,45,920	...
GRAND TOTAL (GUARANTEED AND STATE)													
	GROSS ESTIMATED EXPENSES	14,523	42,09,112	290	14,902	40,75,948	274	12,25,03,554	253	11,91,78,618	238	...	33,24,936
	NET RECEIPTS	...	...	...	...	...	...	5,82,23,518	120	5,70,59,206	114	...	11,64,312
	<i>Assisted Companies.</i>												
29th Nov., 1890	Larakeehwar . . .	22	3,700	168	22	4,936	224	1,79,287	237	1,75,094	231	...	4,193
15th ditto	Rohilkhand-Kumaun . . .	...	...	...	...	(b)	...	(c) 2,37,045	111	(d) 2,29,378	107	...	7,007
15th ditto	Dibru-Sadiya . . .	...	...	...	...	(b)	...	(c) 3,04,415	118	(d) 1,22,035	125	17,620	...
	TOTAL	22	3,700	168	22	4,936	224	7,20,747	127	7,26,507	129	5,760	...
	<i>Native States Lines worked by Companies</i>												
22nd Nov., 1890	The Nizam's Guaranteed State . . .	354	48,013	136	354	49,224	114	14,87,180	124	16,03,155	134	1,16,075	...
29th ditto	The Gaekwar's Dabhoi . . .	59	2,461	42	72	3,130	43	87,826	44	1,28,898	56	41,072	...
29th ditto	The Gaekwar's . . .	27	966	36	27	700	26	34,093	37	29,253	32	...	4,840
29th ditto	The Gaekwar's Petlad . . .	...	...	...	13	710	55	...	...	(n) 7,141	72	27,141	...
	TOTAL	440	51,440	117	466	44,764	96	16,08,999	108	17,88,447	115	1,79,448	...
	<i>Native States Lines worked by the State.</i>												
29th Nov., 1890	Rajputana-Bhatinda . . .	...	(o)	...	108	10,358	96	(o)	...	3,35,521	92	3,35,521	...
	<i>Native States Lines.</i>												
29th Nov., 1890	Jodhpore . . .	124	7,369	59	124	5,400	44	2,22,556	53	2,31,037	55	8,481	...
29th ditto	Bhavnagar-Gondal . . .	329	24,072	73	334	22,196	66	8,31,939	83	9,79,925	87	1,47,986	...
29th ditto	Junagarh-Porbandar . . .	68	8,867	42	94	7,463	79	1,21,530	53	2,02,715	63	8,179	...
	TOTAL	521	34,328	66	552	35,059	64	11,76,031	74	14,13,677	76	2,37,046	...

- (a) Includes the Dharanagar-Ghazipur State Railway.
 (b) Return not received.
 (c) Total receipts from 1st April to 16th November, 1889.
 (d) Total receipts from 1st April to 15th November, 1890.
 (e) Includes the Anantpur-Coimbatore section of the Bengal-Nagpur Railway worked by the East Indian Railway.
 (f) Includes the Sindia and Bhopal-Tirhut State Railways.
 (g) Total receipts from 17th November, 1890.
 (h) Includes the Tirhoot State Railway.
 (i) Includes the Amritsar-Pathankot and Rajputana-Bhatinda State Railways.
 (j) Includes the Amritsar-Pathankot and Jammu and Kashmir Railways.

- (k) Includes Warora Colliery.
 (l) Includes the Fonguon-Mandalay Railway.
 (m) Includes the Dhond-Manmad, Khamsaun, and Amroli State Railways.
 (n) Total receipts from 5th May to 22nd November 1891.
 (o) Included with the North-Western Railway.
 * Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
 † Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. U. & P. Secy.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, December 8th, 1890.

At the commencement of the week under review pressure was high in the Peninsula, and was lowest in the south-east of the Bay. Pressure was, however, decreasing in the Peninsula, and on the 2nd the low-pressure area in the Bay had extended westwards to the neighbourhood of the Coromandel coast, and the winds which had for some days previously been north-westerly began to shift round to their normal north-easterly direction. A general increase of pressure occurred during the next 24 hours, which was least in amount in the south of the Peninsula, and the belt of low pressure on the 3rd and 4th extended across the south of the Bay and Southern India. This change of pressure conditions determined a flow of north-easterly humid winds from the Bay to the Peninsula, and general moderate rainfall on the 3rd and 4th over the whole of the Peninsula to the south of Latitude 18° N., and local showers in the southern districts of Madras on the 5th. Pressure increased locally in the south of the Peninsula on the 4th. It decreased over the whole of India on the 5th, the decrease being largest in Northern India. The effect of these changes was to transfer the area of low pressure again to the south-east of the Bay on the 6th, 7th, and 8th, and to give fine dry weather with north-westerly winds in the Coromandel coast districts.

Pressure decreased locally in Upper India on the 6th, and on the morning of the 7th it was very uniform over the whole of Northern and Central India, a condition which usually precedes or accompanies slight disturbance in some part of Northern India in the cold weather. Weather was slightly unsettled from the 6th to the 8th in Northern and Central India.

On the 6th, showers were recorded in some parts of Rajputana, on the 7th in the East Punjab, and on the 8th in the Central Provinces.

A rapid rise of the barometer on the 7th in Upper India re-established normal pressure conditions in India, and was followed by a gradual improvement of the weather in Northern India.

Temperature.—The most important feature of the month has been the abnormally high temperature for the season over the whole of India and the low temperature in Burma. The following table gives the average variations of the mean temperature of the day (*i.e.*, mean of the maximum and minimum) in different parts of the empire from their normal values, day by day, during the week:—

Temperature variations for week ending the 8th December, 1890.

Date.	Burma.	Bengal.	North-Western Provinces.	Punjab.	Bombay.	Central Provinces.	Guzerat and Central India.	Sind and Rajputana.	Madras.
2nd December .	—1·7	—1·0	+4·0	+2·1	—0·7	+3·5	+2·2	+3·3	+0·2
3rd " .	—1·2	—0·6	+5·3	+3·0	—0·3	+3·0	+5·5	+2·3	+1·2
4th " .	—0·5	—0·2	+3·7	+1·4	+1·8	+3·7	+5·8	—0·2	+4·0
5th " .	—1·5	+0·3	+3·5	+2·4	+3·7	+5·7	+5·9	+2·6	+3·1
6th " .	—1·3	+0·5	+4·8	+0·6	+1·4	+6·3	+6·2	+2·6	+1·1
7th " .	—2·3	+1·1	+4·0	+1·4	+2·6	+7·9	+6·5	+1·6	+2·5
8th " .	—3·5	+1·6	+6·5	+1·5	+2·7	+7·9	+6·3	+2·1	+3·0
MEAN .	—1·7	+0·2	+4·5	+1·8	+1·6	+5·4	+5·5	+2·0	+2·2

The table shows that this feature of increased temperature was most prominent in Central India (average excess $5\cdot5^{\circ}$), the Central Provinces (average excess $5\cdot4^{\circ}$), and the North-Western Provinces (average excess $4\cdot5^{\circ}$). With the exception of Sind, the Punjab and some parts of Bengal, the temperature was,

above the normal by day as well as by night. The increased temperature was however, most strongly exhibited in the night as minimum temperatures. The following gives the average variation of the minimum temperature on each night of the week in the three areas of most greatest excess of temperature :—

PROVINCE.	AVERAGE VARIATIONS FROM NORMAL OF MINIMUM TEMPERATURE ON NIGHT OF						
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.
North-Western Provinces	6·3	8·2	8·0	6·8	7·4	7·3	9·8
Central India	5·3	8·2	9·6	8·9	10·4	10·0	9·7
Central Provinces	3·4	3·5	5·1	8·3	10·8	12·4	13·5

The increased temperature was almost entirely due to the large amount of cloud over Northern and Central India during the week, in consequence of which the radiation of heat from the earth's surface at night was small in amount. The following gives the average amount of cloud at 8 A. M. on each day of the week in these areas :—

PROVINCE.	AVERAGE AMOUNT OF CLOUD AT 8 A.M. ON						
	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.
North-Western Provinces	1·3	6·5	6·3	3·4	2·3	1·1	3·4
Central India	2·9	5·4	7·1	4·7	2·3	1·9	1·3
Central Provinces	4·9	4·1	5·7	6·9	4·6	5·5	4·7

In Burma, on the other hand, skies have been much clearer than usual. The average amount of cloud during the week was 1·3, whereas the normal average is approximately 3·5 in December. Hence the night temperature in Burma throughout the week was considerably below the average, and the day temperature also below it, but to a less extent. The variations in temperature during the week have hence been almost entirely dependent upon the abnormal distribution of cloud.

Rainfall.—It has been pointed out in the preceding paragraphs that there were two periods of slight disturbance and of rainfall during the week. The first period was from the 3rd to the 6th, when fairly general rain fell over the whole of the Peninsula to the south of Latitude 18° North. Malabar, Coorg, the Dombay Deccan, and Madras South and Central received each an average of about an inch and slightly more than the normal fall of the week. Khandeish obtained an average of ·8 inch, an unusually large amount for the season. Madras Deccan and South Hyderabad received moderate rain slightly in excess of the normal fall of the week.

The second period of disturbance lasted from the 6th to the 8th, and gave showers to the Punjab, Rajputana, Central India and the Central Provinces, but it was only in the Punjab that the rainfall was of importance. It was heaviest in the north-west districts, which received an average of half an inch. It may be noted that the weather for some time past has been abnormally cloudy and rainy in that area.

The rainfall in other districts during the week was entirely or practically
nil

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING DECEMBER 8TH, 1890.			RAINFALL DATA FROM OCTOBER 14TH TO DECEMBER 8TH, 1890.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 14th to December 8th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches	Inches.	Inches	Inches.	Inches.	Per cent.
BURMA.	Tenasserim	0	0	0	2'38	5'02	— 53
	Lower Burma	0	0'06	—0'06	5'42	5'93	— 9
	Central do.	0	0'03	—0'03	4'49	4'28	+ 5
	Upper do.	0	?	?	3'20	?	?
	Arakan	0	0'07	—0'07	5'81	5'41	+ 7
BENGAL AND ASSAM	Eastern Bengal	0	0'39	—0'39	3'80	4'02	— 5
	Assam (Surma)	0	0'03	—0'03	2'60	3'59	— 28
	Do. (Brahmaputra) . . .	0'03	0'13	—0'10	3'48	2'61	+ 33
	Deltaic Bengal	0	0'14	—0'14	5'88	2'99	+ 97
	Central do.	0	0'08	—0'08	4'84	2'55	+ 90
	North do.	0'02	0'03	—0'01	10'79	2'43	+344
	Orissa	0	0'20	—0'20	4'81	5'15	— 7
	Chota Nagpur	0	0'05	—0'05	0'85	1'73	— 50
NORTH WESTERN PROVINCES AND OUDH.	Behar (South)	0	0	0	1'34	1'52	— 12
	Do. (North)	0	0	0	3'20	1'31	+144
	North-Western Provinces (East)	0	0	0	0'35	0'89	— 61
	Oudh (South)	0	0'03	—0'03	0'07	0'38	— 81
	Do. (North)	0	0'08	—0'08	0'27	0'21	+ 29
	North-Western Provinces (Central)	0'02	0	+0'02	0'10	0'39	— 74
PUNJAB	North Western Provinces (West)	0'05	0'05	0	0'06	0'12	— 50
	North-Western Provinces (Submontane)	0	0'05	—0'05	0'37	0'39	— 5
	Punjab (South)	0'09	0'07	+0'02	0'50	0'20	+150
	Do. (Central)	0'02	0'05	—0'03	0'21	0'28	— 25
	Do. (Submontane) . . .	0'28	0'21	+0'07	0'54	0'37	+ 46
	Do. (Hill Districts) . .	0'18	0'26	—0'08	0'81	0'87	— 7
BOMBAY AND MAL- BAR COAST DIS- TRICTS (MADRAS).	Do. (North-west)	0'53	0'16	+0'37	2'93	0'98	+199
	Do. (West)	0'23	0'03	+0'20	1'38	0'23	+500
	Malabar	1'07	0'52	+0'55	10'10	10'69	— 6
	Madras (South Central) .	1'35	0'61	+0'74	9'83	10'75	— 9
	Coorg	1'12	0'07	+1'05	8'10	8'36	— 3
	Mysore	0'63	0'11	+0'52	7'81	4'70	+ 66
CENTRAL PROVIN- CES AND BERAR	Konkan	0'18	0'02	+0'16	2'02	1'99	+ 2
	Bombay Deccan	0'98	0'17	+0'81	5'21	3'44	+ 51
	Hyderabad (North) . . .	...	...	...	...	...	...
	Khandeish	0'79	0'01	+0'78	2'68	2'73	— 2
	Berar	0'14	0'16	—0'02	1'75	2'23	— 21
	Central Provinces (West) .	0'03	0'09	—0'06	1'98	1'10	+ 70
BOMBAY (NORTH)	Do. do. (Central) . . .	0'01	0'16	—0'15	1'69	1'10	+ 54
	Do. do. (East)	0	0'09	—0'09	1'13	1'14	— 1
	Guzerat	0	0'02	—0'02	0'04	0'50	— 92
	Kattiawar	0	0'02	—0'02	0	0'26	—100
	Sind	0'02	0'01	+0'01	1'38	0'10	+1,280
RAJPUTANA AND CENTRAL INDIA.	Central India (East) . . .	0'09	0'06	+0'03	0'12	0'71	— 83
	Rajputana (East), Central India (West)	0'09	0'03	+0'06	0'73	0'32	+128
	Rajputana (West)	0	0'01	—0'01	0	0'13	—100
MADRAS	East coast (North) . . .	0'01	0'83	—0'82	7'09	8'45	— 16
	Do. (A)	0	?	?	4'20	?	?
	Hyderabad (South) . . .	0'30	0'05	+0'25	2'79	2'02	+ 33
	Madras (Central)	0'56	0'05	+0'51	4'96	4'31	+ 15
	East coast (Central) . . .	0'96	0'81	+0'15	8'76	13'62	— 36
	Do. (South)	0'83	1'04	—0'21	10'58	14'54	— 27
	Madras (South)	1'11	0'98	+0'13	11'39	11'60	— 2

JOHN ELIOT,

SIMLA, 11th December, 1890.

Meteorological Reporter to the
Government of India.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 13th December.*—No rain in three districts, fair in one taluk of Tinnevely and one of Kurnool, where crops were withering; elsewhere rainfall very slight. Standing crops generally good except in parts of seven districts. Want of rain felt in these seven districts, the south of Nellore and in parts of Salem and South Canara. The second crop of rice has failed over considerable areas in Malabar. Oilseeds blighted in parts of Cuddapah and Anantapur. Cotton slightly diseased in one taluk of Bellary. Coffee affected by leaf disease in parts of the Nilgiris. Prices rising in five districts, nearly stationary in four, and falling in others. General prospects fair except in two districts, where they continue uncertain, though there has been great improvement in Tinnevely after the recent rains.

Bombay.—*For week ending 17th December.*—Rain has fallen in the Deccan and six other districts. Cotton in parts of three districts injured by blight or other causes. *Jowari* in parts of Sholapur damaged by frost, and crops generally in parts of two more districts by locusts or other insects. Standing crops otherwise good.

Bengal.—*For week ending 16th December.*—Dry and cold weather prevails. There was slight rain in Chittagong and Singbhoom during the week. General agricultural prospects are very favourable. The harvest of *aman* or winter rice is in progress, and the outturn will be good except in the flooded parts of Central Bengal and the Sarun district. *Rabi*, poppy and tobacco crops are in excellent condition. In some parts the young *rabi* crops have been slightly injured by locusts. Sugarcane is generally a good crop, and is being cut in some districts. Price of rice is declining with the appearance of the new *aman* crop in the market.

North-Western Provinces and Oudh.—*For week ending 17th December.*—Cloudy weather continues, and showers have fallen in a few districts. There was a little hail in the Aligarh district, but no injury to crops is reported. *Rabi* prospects are good everywhere. Locusts appeared in the Rai Bareilly tahsils, but no damage was done. Markets well stocked, and prices fluctuating slightly.

Punjab.—*For week ending 17th December.*—Rain has fallen in six districts. Prices rising in two districts. *Rabi* sowings and weeding in progress. Rain wanted in three districts. Condition of standing crops is reported good. Crops have much improved by the recent rainfall. Flights of locusts are reported to have appeared in parts of the Rawalpindi district and in Khushab Shahpur district, but apparently without doing any damage. Fodder sufficient in all districts except in parts of Mooltan. Poppy sowings in progress in Jullundur.

Central Provinces.—*For week ending 17th December.*—Recent rain has benefited wheat, gram, and young linseed crops, but has damaged linseed which is flowering. Rain wanted in Saugor and Bilaspur.

Burma.—*For week ending 13th December.*—Reaping of paddy is going on throughout Upper and Lower Burma, and wheat cultivation in Katha and dry-weather paddy cultivation in Minbu are progressing. In Kyaukphyo the reaping of the late crop has commenced. In Meiktila ploughing and sowing for dry-weather paddy and gram continues. The crop prospect remains unchanged, and is favourable except in five districts, where short crops are expected. The price of paddy has risen in one and fallen in five districts.

Assam.—*For week ending 17th December.*—Weather cold. Slight rain in some districts. Reaping of late rice and pulses continues. Prospects of crops generally good.

Mysore and Coorg.—*For week ending 17th December.*—Some rain reported in two districts of Mysore. Crops and prospects good except in parts of the Tumkur district, where more rain is wanted. No material change in prices.

No change in Coorg during the week. Prices stationary.

Berar and Hyderabad.—*For week ending 17th December.*—Average rainfall moderate in Berar. Weather cold. Cotton-picking in progress. Cutting of *jowari* continues. *Rabi* crops in good condition. Fodder sufficient. Slight rise in prices in two taluks.

No rain in Hyderabad during the week. Harvesting of *abi* crops continues. *Rabi* crops thriving. Prices stationary.

Central India.—*For week ending 17th December.*—Rain during the week in parts of Baghelkhand and Western Malwa Agencies. Condition of standing crops in Bhopal Agency improved. Prices of food-grains stationary in Bundelkhand and falling in Goona. Other conditions nearly the same as in last week.

Rajputana.—*For week ending 17th December.*—Slight rain in seven Agencies. Agricultural operations and standing crops generally satisfactory. Cattle in good condition. Pasturage or fodder scarce in four Agencies and Ajmere; sufficient elsewhere. Prices steady generally.

Nepal.—*For week ending 11th December.*—Weather cold and partially cloudy. Wheat is being sown.

J. W. P. MUIR-MACKENZIE,
for Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 27. 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, &c.

GAZETTE OF INDIA.

NOTICE.

The 25th October, 1890.

From the 8th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 1st November, all Notifications and other matter intended for publication in the *Gazette*, should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February, 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's *Gazette*.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

E. J. DEAN.

Publisher, Gazette of India.

BANK OF BENGAL.

NOTICE.

Calcutta, the 22nd December, 1890.

The Transfer Books of the Bank will be closed from Friday, the 2nd, to Friday, the 16th proximo, both days inclusive.

W. WESTLAND,

Offg. Secretary & Treasurer.

SURVEY OF INDIA.

NOTIFICATION.

Calcutta, the 22nd December, 1890.

No. 817.—Mr. H. E. T. Keelan, Surveyor, 1st grade, is granted an extension of extraordinary leave without allowances, under Article 372 of the Civil Service Regulations, for four days from 13th to 16th December, 1890, both dates inclusive.

H. R. THUILLIER, Colonel, R.E.,

Surveyor-General of India.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 15th December, 1890.

PARTICULARS.	4 PER CENT. LOANS					4½ PER CENT. LOANS			TRANSFER LOAN OF 1870. SEVEN SHILLINGS PER CENT. PORTION.	5 PER CENT. LOAN OF 1886-87.	GRAND TOTAL.
	Of 1832-33.	Of 1835-36.	Of 1843-43.	Of 1844-55.	Transfer of 1865.	Reduced 1 per cent. from 1879.	Total.	Of 1879.	Of 1878.	TRANSFER LOAN OF 1879. 4½ PER CENT. PORTION.	
Balance of 30th November, 1890	12,02,560	25,38,900	3,48,22,600	5,21,47,700	4,80,68,000	1,07,13,300	15,84,93,060	39,500	60,16,600	1,33,800	24,81,01,660
<i>Add—</i> Amount of the following Loans transferred to 4 per cent., 1854-55, in London :— 4½ per cent., 1878. 4½ per cent., 1879. 4½ per cent., 1880.	...	...	...	16,45,100	...	...	16,45,100	...	...	...	16,45,100
Amount enfaced at Madras between 1st and 15th December, 1890	...	2,000	82,600	75,500	1,02,000	1,000	2,63,100	...	...	...	2,63,100
Amount enfaced at Bombay between 1st and 15th December, 1890	...	...	4,30,900	5,15,500	1,54,500	41,200	11,42,100	...	87,800	...	17,13,700
Amount enfaced at Calcutta between 1st and 15th December, 1890	3,200	...	7,14,200	46,46,200	6,56,500	46,500	60,66,600	...	50,000	...	69,99,000
<i>Deduct—</i> Amount written off in the London Registers	12,05,760	25,40,900	3,60,50,300	5,90,30,000	4,89,81,000	1,98,02,000	16,76,09,960	39,500	61,54,400	1,33,800	25,87,22,560
Balance on 15th December, 1890	3,200	...	54,000	1,28,000	3,44,600	27,500	5,57,300	...	70,300	...	25,25,900
	12,02,560	25,40,900	3,59,96,300	5,99,02,000	4,86,36,400	1,97,74,500	16,70,52,660	39,500	60,84,100	1,33,800	25,61,96,660

Note.—From 9th June, 1887, to 15th Oct., 1890, enfaced from India 6,727 lakhs; re-transferred from London 5,721 lakhs.

1st Oct., 1887	43
1st Nov. " "	9
1st Dec. " "	53
1st Jan. " "	53
1st Feb. " "	53
1st Mar. " "	53
1st Apr. " "	53
1st May " "	53
1st Jun. " "	53
1st Jul. " "	53
1st Aug. " "	53
1st Sep. " "	53
1st Oct. " "	53
1st Nov. " "	53
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1st Apr. " "	53
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CALCUTTA MINT.

NOTIFICATION.

List of Coins acquired under the Indian Treasure Trove Act and available for sale to Numismatists. (Home Department Resolution No. 46—1668-82, dated 9th October, 1884.)

Register Number.	DESCRIPTION.	Metal.	Value of each coin.			Number of coins available for sale.	REMARKS.
			R	a.	p.		
133	<i>Found in the Shahpur District.</i> Coins belonging to the reign of Ghiyasuddin Balbon Pathan, Sultan of Delhi.	Amalgam of copper & silver.	0	2	0	87	These coins will be available for sale up to and not later than the 2nd May, 1890.
128	<i>Found in the Shahpur District.</i> Saifuddin Hasan Karlagh, A.D. 1222.	Amalgam of silver & copper.	0	2	0	251	Do. do. 6th Feb., 1891.
140	<i>Found in the Jalandhar District.</i> Muhammad Adil Shah	Copper .	0	1	0	3	} Do. do. 31st Oct., 1891.
141	Islam Shah	Do. .	0	1	0	79	
142	Sher Shah	Do. .	0	1	0	267	

CALCUTTA MINT,
The 23rd December, 1890.

A. W. PAIRD, *Lieut.-Colonel, R.E.,*
Master of the Mint.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS

Abú, the 20th December, 1890.

No. 5448-G.—Hospital Assistants Abdul Hamid and Kumlanund Lalitanund Pandya were appointed 3rd class Hospital Assistants for Government service, and placed on the Native States Reserve List from the 1st and 15th November, 1890, respectively.

No. 5449-G.—The following transfers have been made in the Establishment of Civil Hospital Assistants in Rajputana:—

Class.	NAME.	From	To	Date of transfer.
Second	Moheebullah Khan .	Abú Charitable Dispensary.	Jeypore Raj Service.	18th November, 1890.
Third	Kumlanund Lalitanund Pandya.	Native States Reserve List.	Abú Charitable Dispensary.	18th November, 1890.
Do.	Sukhnundeen	Jeypore Raj Service.	Government Reserve List.	18th November, 1890.

No. 5450-G.—Third class Hospital Assistant Abdul Hamid attached to the Suratgarh Dispensary was granted an extension of one month's leave on medical certificate in continuation of the leave sanctioned in this Office Notification No. 4329-G., dated 6th October, 1890. The Hospital Assistant returned from leave on the afternoon of the 5th November, 1890.

No. 5451-G.—Third class Hospital Assistant Mahomed Tahirul Huq was granted an extension of one month and nineteen days' leave in continuation of the leave granted him in this Office Notification No. 4328-G., dated 6th October, 1890. The Hospital Assistant returned from leave on the forenoon of the 7th November, 1890.

No. 5452-G.—The medical charge of the Detachment Einpura Irregular Force and Magistracy Jail at Abú was transferred, on the afternoon of the 17th November, 1890, from 2nd class Hospital Assistant Moheebullah Khan to Kumlanund Lalitanund Pandya attached to the Abú Charitable Dispensary.

By Order,

L. IMPEY, *Lieut.,*
for First Asst. Agent to the Govr.-Genl.,
Rajputana.

THE RESIDENT IN MYSORE.

NOTIFICATIONS.

Dated Bangalore, the 4th December, 1890.

No. 4030—350-90.—Under Notification of the Government of India, dated the 24th December, 1890, No. 4402 I., and Section 2 of Act XVII of 1890 (The Indian Census Act, 1890), the Resident in Mysore hereby appoints the officers named below to be census officers within the local areas specified :—

<i>Officer.</i>	<i>Local area.</i>
Mr. H. A. Stuart, Madras Civil Service, Superintendent of Census operations for the Civil and Military Station of Bangalore.	The Civil and Military Station of Bangalore.
The District Superintendent of Police, Civil and Military Station of Bangalore.	
Officers in command of regiments, or detachments of regiments, and batteries.	Their respective regimental lines, together with such additional areas adjacent thereto as may be assigned for enumeration by them.

And in exercise of the authority conferred by clause 3, section 2 of the said Act, the Resident in Mysore delegates to the officers named above the power of appointing census officers within the local areas set opposite their names.

Under sections 4 and 5 of the said Act, the Resident in Mysore appoints the District Superintendent of Police to be the officer in the Civil and Military Station of Bangalore, on whose requisition the officers and persons named in those sections shall perform the duties of census officers therein set forth.

Under section 6 of the said Act, census officers are hereby empowered to ask all questions necessary for correctly filling up the "Form of Enumerator's Schedule" with reference to the "Instructions for Enumerators" hereunto annexed.

Under section 9 of the said Act, the Resident in Mysore directs that the schedule to be filled up by occupiers of houses shall be in the form of the "Householder's Schedule" hereunto annexed.

Under section 11 of the said Act, the Resident in Mysore hereby declares that prosecutions under the Act in the Civil and Military Station of Bangalore shall be instituted before a 1st class Magistrate, and he further directs that no such prosecution shall be instituted except with the previous sanction of the District Superintendent of Police of the said Civil and Military Station.

INSTRUCTIONS TO ENUMERATORS.

I.—PRELIMINARY RECORD.

1. In these rules a "house" means any building to which a census number has been affixed.

2. Beginning from the 6th of January 1891, you will visit every house in your block, in the order in which they are entered in the list in your book, and enter in the schedules in that book every person residing in those houses in the manner prescribed below:

3. Before beginning to make these entries, you must read carefully the rules for filling up each column which are printed on the next page, and also the specimen schedule filled up opposite those rules. You should point out to the supervisor all entries about which you are in doubt, and receive his instructions.

4. You must use black ink, and write very clearly in the character you know best.

5. You must take a fresh page for each house. If there are more than eight persons in a house, you should continue the entries for that house on the next page, repeating at the top of that page the number of the house in question, with the word

' continued ' after it in brackets. You must never begin the entries for a fresh house in the middle of a page, but should leave the unused lines blank.

6. If the entry for any person in any of the columns of the schedule be the same as that of the person entered on the line above, you must repeat the entry and never write the word " ditto," or make dots.

7. If any house on your list be found unoccupied, you must write the word " empty " after the number.

8. You are to enter on this visit all persons who ordinarily live in and take their meals from the house, even though any of them may be, at the time of your visit, absent for a short time at the bazaar, or watching crops or fishing, or even for a few days at a wedding or on a pilgrimage, provided they are to be back at the house before the 26th February. After these ordinary residents you should enter the visitors, if any, stopping in the house, but not such as are only there for a day or two, as for a wedding, &c., and will not remain there till the 26th February. In the case of chattrams, cart-stands, temples, hotels, &c., you should enter on this occasion only those who usually live there, and not travellers, &c., stopping only a day or a night or so in the building.

9. You must have completed all the entries in your block by the 21st of January 1891.

II.—THE FINAL CENSUS.

10. At the time of lighting lamps on the 26th February 1891, you will take this book as already filled in and again visit every house in your block in order.

11. You must summon the chief member of each family residing in the house, and read over to him the entries made for his family in the schedule. You will strike out the entries for persons who are not present and fill up the form for any person now in the house who was not there when the first visit was made, such as guests, infants newly born, and others. You are to consider as present all living in or taking their meals from the house, even though any of them may be out fishing or watching in the fields, or at a shop, &c., for the night.

12. If there be no room left on the schedule for the fresh entries above mentioned, you must take a fresh page at the end of your book, and enter on it the house-number with the word ' continued ' after it, as prescribed in paragraph 5 above.

13. You must see that you are yourself enumerated as present in the house where you are stopping.

14. You must make no alteration whatever in any entry against the name of any person unless you have to strike out the entries altogether because he or she is no longer present. When you so strike out a person you must draw the line completely through all the entries following that person's name, and not merely through column 1.

15. You must use only red ink for entries and erasures made at the final census on the 26th February.

16. At the final census you must visit every house marked " empty " in your book to see whether any person is now living there.

17. Before visiting the houses in your block you must go to the cart-stands and chattrams, and enter in the schedules all particulars for the travellers you may find there, giving a census ticket to each person to prevent his being again enumerated. If any of the residents at these places, who were entered by you at the preliminary census, are not now present, you must strike out the entries relating to them. You should ascertain, from the village watchmen or otherwise, whether any wandering gang, such as Brinjaries, Lambadies, &c., has come to pitch in your block, and if there be any such, you should go and enumerate it after you have finished the houses.

18. If any householder in your block has been given a separate schedule, you should collect it on the morning of the 27th February, and after seeing that the rules have been complied with in filling up the columns, you should stitch or pin it into your book, next to the last schedule filled up by you.

19. After your book has been inspected by the supervisor, you will prepare the short abstract printed on the back of the specimen schedule in it, as directed by the supervisor, and he will not take charge of your book until he has certified it to be correct.

20. According to the Census Act, every person is legally bound to furnish you with such information as is necessary for filling up the schedule ; but you are forbidden to ask for any information not required for the purposes of the census, as, for instance, the amount of any person's income. Any enumerator detected in extorting money on any pretext connected with the census renders himself liable to punishment under the Census Act or the Penal Code.

III.—RULES FOR FILLING UP THE SCHEDULE.

HEADING.—Enter the house-number, the name of the taluk and the village, and the number of the page.

RULE 1.—Column 1 (*Serial number and name*).—Enter first the chief resident member of the family, whether male or female; then all other persons living in or taking their meals from the house. If there be any objection made to giving the name of a female, write the word 'female' in this column. If an infant has not yet been named, enter the word 'infant.' The enumerator is not to insist upon any female giving her own or her husband's name.

The serial number must not be added till the final census.

RULE 2.—Column 2 (*Religion*).—Enter here the religion which each person returns, as Hindu, Mussulman, Jain, Christian, Parsi, &c.

RULE 3.—Column 3 (*Sect of religion*).—Enter the sect of religion followed by each person as he returns it, as Shaivite, Vaishnavite, Lingayet, Madhva, &c., for Hindus; Digambara, Svetambara, &c., for Jains; Sunni, Shiah, &c., for Mussulmans; and for Christians enter whether Church of England, Roman Catholic, Presbyterian, Lutheran, Baptist, American Episcopalian, Syrian, &c. If the sect cannot be stated, enter "not returned" in this column, but do not leave it blank.

RULE 4.—Column 4 (*Caste, &c.*)—Enter the caste of Hindus and Jains, and the tribes of those who have not castes, and the races of Christians, Buddhists, &c., as Brahman, Chetti, Vellala, Kapu, Nayar, Bant, &c., for Hindus; Pathan, Moghal, Moplah, Labbai, &c., for Mussulmans; Eurasian, Native Christian, &c., for Christians; Burman, &c., for Buddhists. Do not enter vague terms, such as Gentu, Hindustani, Marwari, &c., or mere general names, such as Mudali, Naidu, Pillai, Menon, &c.

RULE 5.—Column 5 (*Sub-division of caste, &c.*)—If the caste has been entered in column 4, enter here the sub-division, as Vadama, Tengalei, Vaidiki, Niyogi, Nambutiri, Sarasvat, &c., of Brahmans; Comati, Beri Chetti, &c., of Chetties; Panta Kapu, &c., of Kapus; Kiriyaatil Nayar, &c., of Nayars; Karaikkat, &c., of Vellalas; Masadika, &c., of Bants.

Some castes and most tribes and races have no sub-divisions; in their case the entry in column 4 should be repeated, but this column must not be left blank.

RULE 6.—Column 6 (*Male or female*).—Enter here each person as either (*male or female*), even though you have written the word 'female' in column 1 already.

RULE 7.—Column 7 (*Age*).—Enter the number of years each person has completed. For infants less than one year old, enter the word 'infant.'

If a person cannot state his or her age exactly, the enumerator should ask the relations, or refer to some well-known event of local importance, such as a famine, a cyclone, the Mahamagham and Pushkara festivals, &c., or if the person be present, make a guess at the age from the appearance. He must never insist on seeing any female who is not voluntarily produced before him.

RULE 8.—Column 8 (*Marriage, &c.*)—Enter each person, whether infant, child, or grown-up, as either *married*, *unmarried*, or *widowed*. This column must not be left blank for any one of whatever age.

Children who have been married should be entered as married, even though they may not have begun to actually live with their wives or husbands. Persons who have been married, but have no wife or husband living, should be entered as widowed. The enumerator must accept the statement made by the person, or in the case of children, by their relatives.

RULE 9.—Column 9 (*Parent-tongue*).—Enter the language which each person returns as ordinarily spoken in the household of that person's parents.

RULE 10.—Column 10 (*Birth-place*).—Enter the district in which each person was born, and if the person be not born in the Madras Presidency, add the name of the Province or State to the district of birth. The names of villages, taluks, &c., are not to be given. If the person be born out of India, enter the country, as China, Kabul, Ceylon, &c.

RULE 11.—Column 11 (*Occupation or means of subsistence*). [*Read this rule very carefully, and ask the supervisor about all cases which seem doubtful to you.*] Enter here the exact occupation or means of livelihood of all males and females who do work or live on private property, such as rent of land, houses, &c. In the case of children and women who do no work, enter the occupation of the head of their family, or of the person who supports them, adding the word "*dependant*," but do not leave this

column unfilled for any one, even an infant. If a person have two or more occupations, enter only the chief one, except when a person owns or cultivates land in addition to another occupation, when both should be entered. If a person be temporarily out of employ, enter the last or ordinary occupation. No vague terms should be used, such as "service," "Government service," "shopkeeping," "writing," or "labour," &c.; but the exact service, the goods sold, the class of writing or labour must be stated. Agriculturists should be described by the particular vernacular term indicating the nature of their connection with the land, such as landlord, tenant, lessee, herdsman, yearly labourer, day labourer, &c. Women who earn money by occupations independent of their husbands, such as rice-pounding, or doing house-work for wages, or selling fire-wood, cowdung cakes, grass, &c., should be shown under those occupations. If a person makes the articles he sells, he should be entered as "maker and seller" of them. If a person lives on alms, it should be stated whether he is a religious mendicant, such as a Byrági, Fakir, Vaidikan, &c., or an ordinary beggar. When a person is in Government, Railway, Municipal, or other public service, the nature of the employment should be entered first, and the word Government, Municipal, &c., after, as 'Clerk—Government,' 'Sweeper—Municipal,' 'Labourer—Railway.'

RULE 12.—Column 12 (*Instruction*).—Enter in this column against each person, whether grown-up child or infant, either *learning*, *literate*, or *illiterate*. Enter all those as *learning* who are under instruction, either at home or at school or college. Enter as *literate* those who are able to both read and write any language, but are not under instruction as above. Enter as *illiterate* those who are not under instruction, and who do not know how to both read and write, or who can read but not write, or can sign their own name but not read.

RULE 13.—Column 13 (*Language known by literate*).—Enter here the language which those shown as *literate* in column 12 can both read and write, and if a person knows how to read and write English, as well as a vernacular, enter "English" also. Except where English is known, only one language should be entered, *viz.*, that best known.

This column is not to be filled up for those shown in column 12 as *learning* or *illiterate*.

RULE 14.—Column 14 (*Infirmities*).—If any person be blind of both eyes, or deaf and dumb from birth, or insane, or suffering from corrosive leprosy, enter the name of the infirmity in this column.

HOUSE NO.		VILLAGE										PAGE NO.	
Serial number and name,	Religion.	Sect of religion (see Rule 3).	Caste of Hindus and Jains; tribe or race of others (see Rule 4).	Sub-division of caste, &c. (see Rule 5).	Male or Female.	Age.	Married, unmarried, or widowed.	Parent-tongue.	Birth District, Province or Country (see Rule 10).	Occupation, or means of subsistence (see Rule 11).	Learning, literate, or illiterate.	Language known by literate (see Rule 13).	If any person be insane, deaf-mute, from birth, totally blind, or a leper, enter that person as such below.
1	2	3	4	5	6	7	8	9	10	11	12	13	14

DISTRICT.
CANTONMENT OR }
TOWN. }
VILLAGE, WARD, }
OR LINES. }

HOUSEHOLD SCHEDULE.
(FOR EUROPEANS AND EURASIANS.)

HOUSE No
TALUK,
{ CIRCLE
{ SUPERVISOR
{ BLOCK No.
{ ENUMERATOR

Instructions.—The schedule on the next page is to be filled up under the Census Act by the head occupant of the house or tenement for all Europeans and Eurasians stopping in the house or tenement on the night of the 26th February, 1891, counting also as present persons ordinarily residing in the house, but absent for a few hours on duty (except with a running train) and still taking their meals from the house. The head occupant aforesaid should deliver or have delivered the schedule, duly filled up and signed, to the Enumerator who will call for it on the morning of the 27th February. Every facility and aid is requested for the Enumerator, who will probably make two visits to take the census of the native servants and their families residing on the premises. Before filling up the schedule, the instructions on the last page of this form should be carefully read.

SPECIMEN SCHEDULE (See Instructions on last page).

Serial Number and Name.	Religion.	Religious denomination.	Race.	Nationality.	Male or Female.	Age.	Married, Unmarried, or Widowed.	Parent-tongue.	Birth-place.	Occupation or means of Subsistence.	Learning, Literate, or Illiterate.	Language known by Literate.	NOTE. Infirmities (see Instructions).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1 A. F.	Christian	Church of England.	European	English	Male	38	Married	English	England	Surgeon, Government service.	Literate	English.	
2 B. J.	Christian	Roman Catholic.	Eurasian	Eurasian	Female	27	Widow	English	Calcutta	Government Pension.	Literate	English.	
3 D. S.	Jew	Jew	Jew	Austrian.	Male	40	Unmarried	Polish	Austria	Broker	Literate	English.	
4 C. T.	Christian	Armenian	Armenian	British Indian.	Male	Infant	Unmarried	English	Bombay	(Lawyer's clerk)	Illiterate	...	Blind.
5 P. N.	Christian	Methodist Episcopalian.	European	American	Male	48	Widower	English	United States	Piece-goods Merchant.	Literate	English	
6 A. M.	Christian	Presbyterian.	European	Scotch	Male	28	Married	English	Scotland	Tea-planter	Literate	English.	
7 J. K.	Christian	Wesleyan	European	English	Male	32	Married	English	Punjab	Engineer (Railway).	Literate	English.	
8 H. S.	Christian	Lutheran	European	Swiss	Male	35	Unmarried	German	Switzerland	Watchmaker	Literate	German.	
9 M. O.	Christian	Roman Catholic.	European	Irish	Female	14	Unmarried	English	Malta	(Army Officer)	Learning	...	
10 I. V.	Christian	Greek Church	European	Russian	Male	52	Married	Russian	Russia	Sailor	Illiterate	...	

HOUSE NO.

HEAD OF FAMILY

HOUSE NO.

Serial No. and Name.	Religion.	Religious sect or denomination.	Race.	Nationality.	Sex.	Age.	Civil condition—married, unmarried, or widowed.	Parent-tongue.	Birth-place.	Occupation or means of Subsistence, and for dependents, that of the person who supports them.	Learning, Literate, or Illiterate.	Language known by Literate.	NOTE. Infirmities (see Instructions).
1	2	3	4	5	6	7	8	9	10	11	12	13	14

Certified to be a correct and complete return of all Europeans and Eurasians in this my house (or tenement) on the night of the 26th February, 1891.
(Signed)

INSTRUCTIONS FOR FILLING UP THE SCHEDULE.

GENERAL.—Enter first the head of the family resident in the house on the night of the census, then the rest of the members of the family, and lastly, visitors stopping in the house that night. The last column should be filled in only in case of a person afflicted with one of the four infirmities specified in the instructions below, and column 13 only for such as are shown as 'Literate' in column 12, but in every one of the other columns an entry should be made against the name of each person, no blanks being left. General and vague terms for sect and occupation should not be used. The word "Ditto" should not be used, but each entry made in full.

Column 1.—Enter the names in order, as prescribed above.

Column 2.—(*Religion.*)—Enter the main religion, as shown in the specimen schedule on the first page of this form.

Column 3.—(*Religious denomination.*)—Enter the sect or denomination, but do not use general terms, such as "Protestant," "Episcopalian," &c. If no sect be returned, enter the word "Unsectarian."

Column 4.—(*Race.*)—Enter *European* (including Australian, Canadian, American, &c.), *Eurasian*, or *Armenian*, &c.

Column 5.—(*Nationality.*)—Enter the nationality to which the person considers himself or herself to belong.

Column 6.—(*Sex.*)—Enter whether male or female.

Column 7.—(*Age.*)—Enter the age last birthday, and against children of less than a year old, write "Infant."

Column 8.—(*Civil condition.*)—Show whether each person, infant or grown-up, is married, unmarried, or widowed. Persons who have been married, but have no wife or husband living, should be shown as "widowed."

Column 9.—(*Parent-tongue.*)—Enter the language ordinarily spoken in the household of the parents.

Column 10.—(*Birth-place.*)—If born in India, give the district and province; if born out of India, the country, but do not enter the names of counties, towns, or villages, except in the case of London, or of Calcutta, Bombay, Madras, or Rangoon.

Column 11.—(*Occupation, &c.*)—Enter the occupation of all who do work of any sort, and the source of income of such as live on property, &c. For children of whatever age and for women who do no regular work for wages or profit, enter *in brackets* the occupation of the head of the family or other person who supports them. If a person has more than one occupation, enter the chief one only, unless one of the other occupations be landholding or cultivation, in which case both should be entered. General terms, such as "Government Service," or "Railway Service," "Commerce," "Clerk," &c., should not be used, but the exact kind of service or dealing must be specified. Persons temporarily out of employ should be returned under their last or ordinary occupation.

Column 12.—(*Education.*)—Enter as "Learning" all who are under instruction, whether at home or at school or college. Those who are *not under instruction*, but are able to both read and write, should be shown as "Literate;" and those of whatever age who are not under instruction, and who do not know how to read and write, or who can read but not write, or who can only sign their own name, should be entered as "illiterate."

Column 13.—(*Language known.*)—No entry is to be made in this column except for those shown as "literate" in column 12, in whose case English should here be specified, or the language other than Indian vernaculars, which each person can both read and write best.

Column 14.—(*Infirmities.*)—If any person be (a) of unsound mind; (b) deafmute from birth, not from accident or disease; (c) totally blind; or (d) afflicted with the true or corrosive leprosy, an entry accordingly should be made in this column against that person's name.

HOUSEHOLD SCHEDULE.
(FOR NATIVES OF INDIA.)

DISTRICT

CANTONMENT OR
TOWN.VILLAGE, WARD,
OR LINE.

HOUSE No.
TALUK
{ CIRCLE
SUPERVISOR
{ BLOCK No.
ENUMERATOR

Instructions.—The schedule on the next page is to be filled up under the Census Act by the head occupant of the house or tenement, for all persons stopping in the house or tenement on the night of the 26th February 1891, counting also as present persons ordinarily residing in the house, but absent for a few hours on duty (except with a running train) and still taking their meals from the house. The head occupant aforesaid should deliver or have delivered the schedule, duly filled up and signed, to the Enumerator, who will call for it on the morning of the 27th February. Every facility and aid is requested for the Enumerator. Before filling up the schedule, the instructions on the last page of this form should be carefully read.

SPECIMEN SCHEDULE.—(See Instructions on last page.)

Serial Number and Name.	Religion.	Sect of Religion.	Caste of Hindus and Jains; Tribe or Race of others.	Sub-division of Caste, &c.	Male or Female.	Age.	Married, Unmarried, or Widowed.	Parent-tongue.	Birth—District, Province, or Country.	Occupation or means of subsistence.	Learning, Literate, or Illiterate.	Language known by Literate.	NOTE. Infirmities (see instructions).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1 R. R. Hindu	Madhva		Brahmin	Deshasth	Male	38	Married	Mahratti	Poona (Bombay Presidency)	Vakil	Literate	Mahratti and English.	
2 G. B. Hindu	Madhva		Brahmin	Deshasth	Female	27	Married	Mahratti	Madras	(Vakil)	Literate	Mahratti.	
3 A. K. Hindu	Vaishnavite		Chetti	Beri Chetti	Male	29	Married	Tamil	Ceylon	Cloth Merchant	Literate	English.	
4 C. T. Mahomedan	Shia		Moghal	Moghal	Male	Infant	Unmarried	Persian	Bombay	(Lawyer's clerk)	Illiterate	.....	Blind.
5 P. N. Christian	Roman Catholic		Native Christian	Native Christian	Male	48	Widower	Tamil	Tanjore	Priest	Literate	Tamil and English.	
6 A. M. Hindu	Saivite		Vellala	Karaikat Vellala	Male	28	Married	Tamil	Chingleput	Clerk, Collector's Office	Literate	Tamil and English.	
7 J. A. Hindu	Vaishnavite		Kapu	Panta Kapu	Female	32	Married	Telugu	North Arcot	(Treasury Accountant)	Illiterate	.....
8 S. M. Mahomedan	Sunni		Shaik	Shaik	Male	35	Married	Hindustani	Madras	Government Pensioner	Literate	Tamil	
9 M. S. Christian	Church of Eng-land		Native Christian	Native Christian	Female	14	Unmarried	Tamil	Madras	(Barrister-at-Law)	Learning	.....
10 K. N. Hindu	Saivite		Nayar	Kiriyattil Nayar	Male	52	Married	Malayalam	Malabar	District Munsif	Literate	Malayalam & English.	

INSTRUCTIONS FOR FILLING UP THE SCHEDULE.

GENERAL.—Enter first the chief resident member of the family, then all other persons living in or taking their meals from the house on the census night. The last column should be filled in only in case of a person afflicted with one of the four infirmities specified in the instructions below, and column 13 only for such as are shown as "Literate" in column 12, but in every one of the other columns an entry should be made against the name of each person, no blanks being left. General and vague terms for sect and occupation should not be used. The word "Ditto" should not be used, but each entry made in full.

Column 1.—Enter the names in order, as prescribed above.

Column 2.—(*Religion*).—Enter the main religion, as shown in the specimen schedule on the first page of this form.

Column 3.—(*Religious denomination*).—Enter the sect, as Vaishnavite, Saivite, &c., for Hindus; Sunni, Shiah, &c., for Mahomedans. If no sect be returned, enter the words "Not returned."

Column 4.—(*Caste, &c.*)—Enter the main caste or tribe of each person, as Brahmin, Chetti, Vellala, &c., for Hindus; Shekh, Labbai, &c., for Mahomedans. Do not enter general terms, such as Vaisya, Sudra, Gentu, Mudali, &c.

Column 5.—(*Nationality*).—Enter the sub-division of the caste or tribe. If there is no sub-division, repeat the entry made in column 4.

Column 6.—(*Sex*).—Enter whether male or female.

Column 7.—(*Age*).—Enter the age last birthday, and, against children of less than a year old, write "Infant."

Column 8.—(*Civil condition*).—Show whether each person, infant or grown up, is married, unmarried, or widowed. Persons who have been married, but have no wife or husband living, should be shown as "widower or widow."

Column 9.—(*Parent-tongue*).—Enter the language ordinarily spoken in the household of the parents.

Column 10.—(*Birth-place*).—If born in India, give the district and province; if born out of India, the country, but do not enter the names of taluks, towns, or villages, except in the case of Calcutta, Bombay, Madras, or Rangoon.

Column 11.—(*Occupation, &c.*)—Enter the occupation of all who do work of any sort, and the source of income of such as live on property, &c. For children of whatever age and for women who do no regular work for wages or profit, enter, in brackets, the occupation of the head of the family or other person who supports them. If a person has more than one occupation, enter the chief one only, unless one of the other occupations be landholding or cultivation, in which case both should be entered. General terms, such as "Government Service," or "Railway Service," "Commerce," "Clerk," &c., should not be used, but the exact kind of service or dealing must be specified. Persons temporarily out of employ should be returned under their last or ordinary occupation. In the case of agriculturists, use the term which shows the nature of the connection with the land, as inamdar, pattadar, &c.

Column 12.—(*Education*).—Enter as "Learning" all who are under instruction, whether at home or at school or college. Those who are not under instruction, but are able to both read and write, should be shown as "Literate;" and those of whatever age who are not under instruction, and who do not know how to read and write, or who can read, but not write, or who can only sign their own name, should be entered as "Illiterate."

Column 13.—(*Language known*).—No entry is to be made in this column, except for those shown as "Literate" in column 12, in whose case the language which they can both read and write should be entered; if a person knows how to read and write English as well as a Vernacular, enter "English" also. Except where English is known, only one language should be entered, viz., that best known.

Column 14.—(*Infirmities*).—If any person be (a) of unsound mind; (b) deaf-mute from birth not from accident or disease; (c) totally blind; or (d) afflicted with the true or corrosive leprosy, an entry accordingly should be made in this column against that person's name.

The 18th December, 1890.

No. 4177—224—A-5.—Whereas by the Notification of the Government of India in the Foreign Department, No. 2252-I., dated the 7th August, 1883, the Indian Christian Marriage Act, 1872, was with certain modifications declared to apply to the Civil and Military Station of Bangalore, so far as regards marriages between persons, one of whom is a Native Christian subject of Mysore, and neither of whom is a Christian British subject.

In exercise of the powers conferred by Sections 7 and 9, respectively, of the Act, the Resident in Mysore is pleased—

(a) to appoint the Reverend Alfred Dumbarton, of the Wesleyan Mission, as Marriage Registrar for the territories included in the Civil and Military Station of Bangalore; and

(b) to license the said Reverend Alfred Dumbarton to grant certificates of marriage within the territories included in the Civil and Military Station of Bangalore between Native Christians, one of whom is a Native Christian subject of Mysore, and neither of whom is a Christian subject of Her Majesty.

By Order,

L. S. NEWMARCH,
Assistant Resident.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 24th December, 1890.

	₹	₹
Value of silver held in the Mint on account of the Currency Department on the evening of the 17th December, 1890	61,81,875	
Value of Government silver in the Mint on the same date	21,31,095	
ADD—		83,12,970
Silver received by the Mint during the week on account of the Currency Department	2,75,520	
Ditto ditto Government	...	2,75,520
DEDUCT—		85,88,490
New coin paid to Reserve Treasury during the week	11,00,000	
Petty items issued for miscellaneous purposes	...	11,00,000
Balance on the evening of the 24th December, 1890	...	74,88,490
The Balance comprises—		
Silver held on account of the Currency Department	56,44,964	
Ditto ditto Government	18,43,526	
		74,88,490
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	...	
Ditto ditto Government	...	

A. W. BAIRD, *Lieut.-Colonel, R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 24th December, 1890.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Calcutta, the 22nd December, 1890.

No. 1-I.E.—Mr. J. P. Hawkins, Assistant Superintendent, Persian Gulf Section, Indo-European Telegraph Department, is allowed furlough for twelve months, under Article 371 of the Civil Service Regulations, with effect from the forenoon of the 29th November, 1890.

W. R. BROOKE,
Director-General of Telegraphs.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 17th December, 1890.

No. 64-A.—Lieutenant E. M. Paul, R.E., Assistant Engineer, 1st grade, passed the Departmental Standard Examination prescribed in Public Works Code, Volume I, Chapter ii, paragraph 14, on the 29th November, 1890.

No. 65-A.—Lieutenant A. L. Swainson, R.E., Assistant Engineer, 1st grade, passed the Departmental Standard Examination prescribed in Code, Chapter ii, paragraph 14, on the 9th December, 1890.

The 18th December, 1890.

No. 66-A.—Mr. Southon, Honorary Assistant Engineer, 1st grade, held charge of the current duties of the office of the Executive Engineer, Agra Division, Military Works, from 18th September, 1890, to 17th October, 1890, in addition to his own duties.

J. DAY, *Captain, R.E.,*
for Director-General of Military Works.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion, Rifle Brigade, dated at Bareilly, this 20th day of December, 1890.

Number, Rank, and Name, —No. 9913, Private Frederick Oxford.	Parish and County in which Born,—Holloway, London, Middlesex.
Age,—24 years.	Place of residence for last 12 months before Enlistment,—Not known.
Height,—5 feet 7½ inches.	Marks,—Three small scars right eye; small-pox marks; anchors back left forearm; slightly round shouldered.
Colour of—	Trade,—Labourer.
Complexion. fresh;	Regimentals, or plain clothes,—Left in Regimentals.
Hair, brown; Eyes, blue.	REMARKS,—Not on leave or furlough. In possession of public money, rifle and ball ammunition. Under 2 years' service.
Date of Desertion or Absence,—19th December, 1890.	
Place of Desertion or Absence,—Ranikhet.	
Date of Enlistment,—5th January, 1889.	
At what Place Enlisted,—Oxford.	

G. A. HILLYARD, *Lieut.-Colonel,*
Comdg. 1st Battn., Rifle Bde.

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of the Indian Treasure Trove Act VI of 1878, that, on or about the 3rd November, 1890, the treasure described below, and valued at ₹43-8, was found in an iron measure by some wooders while working at the repairs of the Kalingaroyen channel, in Vendipalaiyam village, Erode taluk, of this district:—

Description of Property.	Value.
	₹ a. p.
66 Virarayan panam	16 8 0
64 Kollukasu	12 0 0
3 Ikkéri varakan	15 0 0
TOTAL	43 8 0

All persons claiming the said treasure, or part thereof, are hereby required to appear personally, or by agent, before the Collector of Coimbatore, at his Office, on the 11th April, 1891, in order that the matter may be enquired into and determined according to the provisions of the said Act.

J. STURROCK,
Collector of Coimbatore.

CEMETERY NOTICES.

List of monuments in the Muttra Cemetery,

* When a monument needs repairing, the Officer in charge of the Cemetery should communicate with the friends of the deceased, or when such communication is not possible, advertise three times in the *Gazette of India* and the *Gazette of the Province*; and if it falls into a ruinous condition, and no person will undertake to restore it, the ruined monument shall be made level with the ground during the next repairs, and any slab it contained will be placed over the grave in simple masonry, or be inserted in the wall of the cemetery.

Inscription.	Date.
Richard Sidmore	1816.
William O'Shaugnessey	1834.
Thomas Stewart	1834.
Mary Blomley	1838.
Beresford Edgar	1830.
Joseph Henry Mundy	1859.
Alexander Henderson	1860.
Corporal G. Smith	1860.
Sophia Hashman	1864.
Thomas Hashman, Junior	1855.
Immanuel Hashman	1850.
W. Neal	1865.
Theresa Wright	1868.
Denis Leonard	1860.

F. J. CLARKE,
Chaplain of Muttra.

MARINE SURVEY OFFICE.

NOTICE.

The following new Charts have been published by the Admiralty, and can be obtained from their Chart Agent, Mr. J. D. Potter, 31, Poultry, London:—

No.	Scale.	Title.
1425	M=0'25 and M=4'0	Bay of Bengal, Orissa Coast:— Gopālpūr to False Point, with plans of Gopālpūr and Puri. November, 1890.
1419	M=0'75	Bay of Bengal, Andaman Islands:—Long Island to Port Blair. November, 1890.

A. GWYN,
for Director of the Indian Marine.

MARINE SURVEY OFFICE,
BOMBAY,
The 22nd December, 1890.

POST OFFICE.

NOTIFICATIONS

Unclaimed Letters held in the Calcutta General Post Office
on 23rd December, 1890.

Hales, T. & Co.	L'Eveque, A. S. E.	Paige, Miss Hettie.
Humphrys, F. L.	Lunardi, W.	Thompson, T. B.
Indian Patent Art Office.	Manager, Bengal Electric Light Co.	Tonquet, H. H.
Lang, S.	Missionnaire, L.	Vanderstuyft, R. P.
		Wolfinger, F. G.

Letters marked "Care of Post Office."

Anderson, Mrs. F. M.	Hanley, Mrs. W.	Purcell, Mrs.
Ardesher, C.	Harding, Charles.	Rivington, Miss.
Bainbridge, W.	Henderson, Mrs.	Robert, P.
Bainbridge, G. H.	Hewitt, F. T.	Roberts, R. H. E.
Barker, Fred.	Hicke, N.	Rosenstein, E.
Barrett, Mrs. E. C.	Hickman, W. C.	Rosenberg, A.
Beardsmore, J. C.	Humphrys, S. H.	Rupasingha, A. P.
Bingham, Major C.T.	Hutton, H.	Scott, W. A., Esq.
Boddam, R. W.	Ingram, Jack.	Schoenback, J. G.
Boileau, Lady.	Johnson, M. A. F.	Seidlitz, C.
Boulogne, Mon. De.	Keightley, B.	Senior, Lewis.
Brown, G. A.	Kirkman, Dr.	Shadwell, B.
Brown, Mrs.	Kleymann, L.	Sherman, J.
Buckland, Mrs. G.	Lamb, G.	Sibthorpe, Lieutenant.
W. F.	Lee, W. H.	Simon, S.
Butler, G. F.	Lindsay, James.	Smith, E.
Clarke, M. H.	Lindgren, John.	Smith, G.
Clery, Madame L.	Little, Mrs. R.	Smith, James.
Costello, L.	Mabie, Revd. H. C.	Stanton, B. P.
Craemers, Mr. Henry	Macdonald, M.	Strauss, Ben.
A.	Mackenzie, A.	Stuart, C. M.
D'Padua, J. L.	Macleod, James.	Tremble, S.
Farmer, C. A.	Markham, A. B.	Trundemann, Revd.
Flynn, Esquire.	Marsden, C. W.	R.
Fraiser, William.	Martin, Wm.	Twinning, T. V.
Frost, Joe.	Mitchell, Mrs. H.	Vandenkerckhove, F.
Galbraith, J. R.	Moody, C. J.	Walmsley, Master.
Geogan, M.	Murray, A. H.	Watts, Captain A. J.
Gilmore, D. C.	Hallom.	White, Dr.
Glascok, Captain G.	Nickertstein, F.	Whitehead, E. C.
Good, W. M.	Nolan, Mrs.	Widrauu, Baron.
Gubbay, J. S.	Paulin, William.	Wilson, T. N.
Haegert, A.	Port, Kintzing.	Wissac, Dr. K.
Haiman, A.	Pootskalo, G.	Zaremba, F.
Hammond, Revd. B.		

Registered Letters.

Braidwood, L. D.	Hartland, J. A.	Seidlitz, C. B.
Burton, Miss.	Haegert, P. A.	Solles, J. A.
Beaver, Major.	Kinder, Revd. A. De.	Strauss, Ben.
DeFarconba, F.	Pinto, V. M.	

Unclaimed Letters held in the Barrackpore Post Office
on the 22nd December, 1890.

Mathieson, J., Esq.	Rydquist, C. F., Esq.	Wright, D. S., Esq.
Prestage, H. S.	Thompson, Jas., Esq.	

G. E. WALKER,
Offg. Presidency Postmaster, Calcutta.

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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 27, 1890.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

In the Goods of JAMES YOUNG, late of Helensborough in Scotland and of Calcutta, Merchant, deceased.

Pursuant to Section 320 of Act X of 1865 and Section 42 of Act XXVIII of 1866, notice is hereby given that all persons having claims against the Estate of James Young, late of Helensborough in Scotland and of Calcutta, Merchant, deceased, should, on or before the 31st day of January, 1891, send in particulars of such claims to the undersigned, after which date no claims will be admitted and the assets of the Estate of the said deceased will be distributed by the Executors with regard only to such claims of which they shall then have notice.

ORR, JOHNSON & ROBERTSON,

*Attorneys for Stephen George Sale
and William Wilson, Executors
of the will of the said
James Young, deceased.*

6, OLD POST OFFICE STREET,
CALCUTTA,

The 6th December, 1890.

PROMISSORY NOTES.

Lost.

The Government Promissory Notes, Nos. 109017 and 083459, of the 4 per cent. loan of 1842-43 and 4½ per cent. loan of 1879, respectively, for ₹500 each, originally standing in the names of the Bank of Bengal and Narayan K. Dhurandhar, respectively, and last endorsed to Narayan K. Dhurandhar, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and appli-

cation is to be made for accrued interest and for the issue of duplicates in favour of the proprietor, after two years from date of last advertisement.

NARAYAN K. DHURANDHAR,

Beawar New Cotton Press Co.'s Building.

Lost.

The upper half of the Government Promissory Note, No. 039056, of the 4½ per cent. of 1879 portion, for ₹100, originally standing in the name of the Agra Bank, Limited, and last endorsed to Jamsetjee Cursetjee Jamsetjee, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

JAMSETJEE CURSETJEE JAMSETJEE,

Masugone Castle, Bombay.

Stolen.

The Government Promissory Note, No. 277677, of the 4 per cent. of 1865, for ₹1,000, originally standing in the name of the Bank of Bengal, and last endorsed to Roger Thompson Darwin, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon have been stopped at the Public Debt Office, Bank of Bengal, and application is to be made for accrued interest and for the issue of a duplicate in favour of the proprietor after two years from date of last advertisement.

ROGER THOMPSON DARWIN,

Fort Stedman, Upper Burma.



SUPPLEMENT TO
The Gazette of India.

No. 52. } CALCUTTA, SATURDAY, DECEMBER 27, 1890

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

** Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be supplied for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

EXCISE ADMINISTRATION OF INDIA.

No. 5978, dated Calcutta, the 24th December 1890.

RESOLUTION—By the Government of India, DEPARTMENT OF FINANCE AND COMMERCE.

The Governor-General in Council directs the publication, for general information, of the correspondence on the following subjects connected with Excise Administration, namely :—

- I. Statements made by the Revd. Thomas Evans regarding the system of Excise Administration in Bengal and the North-Western Provinces and Oudh;
- II. An enquiry into the Excise Administration of the tea districts of Bengal and Assam;
- III. The proposed establishment of an outstill on the Chengmari Tea Garden in the Jalpaiguri District.

E. J. SINKINSON,
Secretary to the Government of India.

LIST OF PAPERS.

No.	Letters.	Subject.	Page.
I	From—Secretary of State for India, No. 93 (Revenue), dated 3rd October 1890, and Enclosures.	Forwarding copy of a letter from the Revd. T. Evans, Baptist Missionary, Mussoorie, dated the 1st August 1889, regarding the excise systems of Bengal and the North-Western Provinces.	1872
"	To—Governments, Bengal, North-Western Provinces and Oudh, No. 5795, dated 22nd November 1889.	With reference to above Despatch enquires whether there is, or ever has been, an excise system in force in Bengal and the North-Western Provinces and Oudh, under which contracts were given, in connection with central distilleries or otherwise, to the person, who undertook to sell the maximum quantity of liquor, or to pay duty on a certain minimum quantity, and if so, the extent to which the system prevails or has prevailed.	1874
"	From—Government, North-Western Provinces and Oudh, No. ²⁷ XIII-1792, dated 23rd January 1890.	Replies to foregoing letter	1874
"	From—Government of Bengal, No. E. ^{1-C} ₄ , dated 10th February 1890, and Enclosures.	Ditto ditto	1874
"	To—Secretary of State for India, No. 311, dated 1st October 1890, and Enclosures.	Acknowledges receipt of Despatch No. 93 (Rev.), dated the 3rd October 1889, and communicates the result of enquiries made from the Governments of Bengal and the North-Western Provinces respecting Mr. Evans' remarks. Adds that the system, described by Mr. Evans from his own personal knowledge as being in force in Bengal and the North-Western Provinces, is not, and never has been, in force in Bengal, and has been in force only in a very small area of the North-Western Provinces, and in that area not in the form represented by the Revd. Mr. Evans. Observes, in conclusion, that such recklessness in assertion on the part of Mr. Evans, coupled with a claim to special knowledge of the subject on the ground of long experience and patient study of the question, is hardly less culpable than intentional mis-statement of facts.	1875
II	From—Secretary of State, No. 13 (Revenue), dated the 31st January 1889, and Enclosures.	Forwards, for consideration, five letters laid before Her Majesty's Secretary of State by a Member of Parliament regarding the liquor traffic and prevalence of drunkenness in Assam and Darjeeling, and suggests that a very careful enquiry into the facts and into the need for change in the excise administration of the tea districts should be instituted.	1877
"	To—Government, Bengal, No. 1247, dated 9th March 1889.	With reference to foregoing Despatch requests that arrangements may be made for an enquiry into the excise administration of the tea districts of Bengal as suggested by Her Majesty's Secretary of State.	1880

LIST OF PAPERS —continued.

No.	Letter.	Subject.	Page.
II	To—The Chief Commissioner of Assam, No. 1248, dated 9th March 1889.	With reference to foregoing Despatch requests that arrangements may be made for an enquiry into the excise administration of the tea districts of Assam as suggested by Her Majesty's Secretary of State.	1881
"	From—Government, Bengal, No. Ex. 1—D.—4—2, dated 10th February 1890, and Enclosures.	In reply to letter No. 1247, dated the 9th March 1889, forwards the report asked for regarding the Excise Administration of the tea-districts of Bengal.	1881
	From the Chief Commissioner of Assam, No. 2870 R., dated the 28th August 1890, and Enclosures.	In reply to letter No. 1248, dated the 9th March 1889, forwards the report asked for regarding the excise administration of the tea districts of Assam.	1937
"	To Secretary of State for India, No. 318, dated 1st October 1890, and Enclosures.	Acknowledges Despatch No. 13 (Rev.), dated the 31st January 1889, and in reply forwards (1) the report of the Government of Bengal on the result of enquiries instituted by it in regard to the tea districts in that Province; (2) the report of the officer deputed by the Chief Commissioner of Assam to make a systematic enquiry into excise matters in Assam generally, and as affecting the tea industry particularly. Remarks that the consideration of the reports leads the Government of India to the conclusion that the accusations made against the excise administration in the tea districts in the enclosures of the Despatch under acknowledgment are for the most part unfounded, and in all cases exaggerated.	1938
III	From—Secretary of State for India, No. 50 (Revenue), dated 26th June 1890, and Enclosures.	Forwards papers regarding the proposed establishment of an outstall on the Chengmari Tea Garden in opposition to the wishes of the proprietor and his neighbours.	1942
"	To—Government, Bengal, No. 3906, dated 13th August 1890.	Forwards extract of above Despatch with a request for an early report on the facts of the case mentioned.	1943
"	From—Government, Bengal, No. E F. 1—P 7, dated 26th August 1890, and Enclosures.	Forwards the report called for in the foregoing communication.	1943
"	To—Secretary of State for India, No. 316, dated 1st October 1890, and Enclosures.	In reply to Despatch No. 50 (Revenue), dated 26th June 1890, forwards papers received from the Government of Bengal explaining that the establishment of the outstall on the Chengmari Tea Garden was proposed with the object of substituting taxed for smuggled liquor, but that, in deference to the wishes of the owners of the garden, the Government decided that the shop should not be opened.	1947

I.

Correspondence regarding the Statements made by the Revd. Thomas Evans on the subject of Excise Administration in Bengal and the North-Western Provinces and Oudh.

No. 93 (Revenue), dated 3rd October, 1889.

From—The Secretary of State for India,
To—The Government of India.

I forward, for the consideration of Your Excellency's Government, a copy of a letter* from the Revd. T. Evans, and of the reply† I have caused to be sent to him, concerning the excise administration of Bengal and the North-West Provinces.

*1st August 1889. †20th September 1889.

Dated 1st August, 1889.

From—REVD. T. EVANS, Baptist Missionary, Mussorie,
To—Her Majesty's Secretary of State for India.

I have read with considerable interest and instruction Your Lordship's most excellent recent despatches to the Government of India on the subject of the principles on which Your Lordship believes the Indian Excise revenue is devised and carried out in India, and I am constrained by long experience of the practical working of the system in India, and by my interest in the welfare of the Indian people, to place at your Lordship's disposal certain facts which go to show that Your Lordship's present belief, that the Indian Government realizes the maximum of revenue from the minimum sale of liquor; in other words, that the price is raised to diminish the consumption is a belief unfortunately not warranted by the facts.

2. In this letter I propose to deal with the Abkari system as it prevails in Bengal and the North-Western Provinces of India, with which provinces I have been familiar over 30 years, and to show Your Lordship, as well as I can, by demonstration, that Your Lordship's belief rests on a fallacy steadily inculcated by all supporters of the present system and by all opponents of that necessary urgent reform which the honest and thorough adoption in practice of Your Lordship's carefully enunciated principle would involve.

3. For the years 1887-88, the total excise revenue of Bengal was Rs1,08,82,055.

This was derived from 13 different articles of excise, and it is a remarkable circumstance that nearly one-half of this large sum was realized from the one item of "*Country Spirits*," the revenue from which was Rs52,05,122, and which sum is an increase of Rs4,14,389 over the amount realized on this one item during the previous year.

As Your Lordship is doubtless aware, the manufacture of country spirits takes place both at the Government *Sudder Distilleries*, and also at certain "out-still" distilleries which supplement that manufacture.

The revenue realized from the Government *sudder distilleries* in Bengal last year was Rs20,13,738, and the issue was 1,087,856 gallons.

The out-still distilleries brought the Government Rs31,91,384, but the number of gallons issued by these latter is not given in the returns, the statement being that such information was not available, the number of gallons so sold being unknown.

The increase in the out-still revenue over that of the previous year was Rs2,29,632, whilst the increase in the revenue realized from the Government *sudder distilleries* was only Rs1,84,757, making the total increase given above, *viz.*, Rs4,14,389.

4. Before I comment on the effect of the above figures, I would crave Your Lordship's indulgence for a few moments whilst I describe or endeavour to give Your Lordship some idea of the *modus operandi* of the system as practised at the Government *sudder distilleries*.

First and foremost there is an existing contract, say, for 1886-87. One remarkable feature of that contract is, that it provides for a minimum number of gallons on which the contractor has to pay the Government duty, whether he sells that number of gallons or no.

The contractor must take his chance as to that, but by way of compensation the Government says to him—"you can sell as many *more* gallons as you can manage to dispose of;" but the minimum number of gallons is a limit fixed by Government for commercial purposes, beneath which if the consumption falls, the contractor is the individual at whose expense the Government derives that revenue.

The Government nevertheless has an eye to business in not allowing any liquor to be manufactured by the contractor at the Government stills without a *quid pro quo* independent of the privilege of monopoly of production given to the contractor or by his contract generally, for which, as I have observed, a rigid minimum is fixed, irrespective of the natural play of demand and supply.

That *quid pro quo* consists of—

- (a) Still-head duty on each gallon of liquor manufactured;
- (b) distillery fee for each distillery;
- (c) vending license, when the liquor leaves the distillery for sale.

These three items in the North-West Provinces of India come to nearly Rs 2 a gallon on the liquor, and in Bengal generally it is over that sum. Besides the above taxes, the distiller has to pay for material and labour of manufacture, which, taken together, come to nearly another rupee per gallon.

These taxes are kept *uniform* as a rule for a series of years, no advantage being taken of increased consumption to enhance the rate of tax per gallon, and the selling price to the customer being about Rs 4 or more per gallon, the contractor makes a very good profit, *viz.*, about 33½ per cent., and has every incentive to exert himself to the utmost to extend his operations and widen the area of consumption as much as possible without any extra cost to himself or any enhancement in the price of the article as sold to the general public.

The profit of promoting this drink trade is so handsome in India that when the contracts are about to be let by Government, there is naturally brisk competition—not, Your Lordship will observe, with respect to the *enhanced rate the Government are to receive* for the above duties *per gallon*—but with reference to the *minimum number of gallons*, the enterprising contractor, stimulated by his own hope of gain, can give the Government a guarantee he can sell.

It follows, therefore, as naturally that when a contract is about to be let, if the old contractor has taken a contract to produce and sell a hundred thousand gallons *as a minimum*, and his rival says, “I am willing to guarantee the sale of a hundred and fifty thousand gallons,” he will stand the best chance of getting the contract. In other words, there is direct competition to produce the *largest number of gallons* of liquor to be sold, and not with reference to the *minimum of profit to the contractor* at which he will maintain his trade in competition with other industries.

Government and the contractor are *both interested equally* in the *quantity* to be produced and sold, not as might be the case if the Government, finding the trade a very profitable one to the contractor, said to him, “Now you can afford to pay a higher *fee* for the privilege of distilling, because there are other persons willing to pay so much more for the *production per gallon*.” In other words, the Government does not put up the margin of profit to competition, but the aggregate *consumption* in the *gallons to be sold* and absorbed by the population.

5. I need hardly apply the logic of the above facts for Your Lordship’s assistance. If there were any element existing in the present system by which the natural laws of demand and supply could be relied upon to restrict in process of time the widespread and ever-increasing demoralization of the people, as the result of the operation of these elements, the Government of India would not be troubled by excise reformers to alter the existing system.

It is because no such safeguard exists that those interested in the future welfare of the Indian people have to seem so importunate in their reiterated demands upon the Government not to ally itself by pecuniary interest in the *direct promotion* of the *increased consumption* of liquor. No clearer demonstration could be needed of the self-evident fact that the increased revenue is derived from *increased consumption*, and whilst things continue as they are *can be derived in no other way*.

The figures show an increased consumption of gallonage, wherever such gallonage is ascertainable. The system shows that the Government charge no increased *rate* for the privilege of producing the liquor; how, then, can any other result follow than that profit *shall be in direct ratio to increase of consumption* both for Government, the licensor, and the contractor, the licensee, and the *increase of consumption* must proceed, *pari passu*, with the stimulus thus given at once and equally to the public revenue and the private speculator.

So much as to the sudder distillery system.

6. As to the other, *viz.*, the *outstill* system, it somewhat differs in details, but is an aggravation of the evil, for here we find in full play an open competition undisguised and boldly proclaimed, in which the highest bidder gets the license to produce and sell as far and wide as the higher price he is compelled to give annually for his license compels him to do.

I believe this out-still system has been condemned even by the Government authorities in India, especially in Bengal, so that I need not trouble Your Lordship with the particulars of the system. As a missionary who has made this subject the patient study of a lifetime, I cannot presume to suggest to Your Lordship what measures Government ought to adopt to make their practice conformable to their precepts and professed principles, but I may be pardoned by Your Lordship for the observation that it is not so much to the laying down of the wise, enlightened, and most benevolent principles of Your Lordship’s despatches that the remedies of existing evils in the *Abkari* system of India may be looked for, but to the careful, persistent, and closely watched *application* of these principles from the sound point of true sanitary, social economy.

At present Your Lordship’s Despatch is as wide of the real state of affairs as the wisest legislation may be from the most vicious administration of law, if the source of justice is defiled by an abuse in practice of the best laws conceived in the abstract.

I trust Your Lordship will pardon the plainness of language in which I have endeavoured to set before Your Lordship the true issues of this controversy; but I have done so in the firm belief that no one is more deeply interested than Your Lordship in knowing the plain, unvarnished truth, and in doing to India that duty for which Your Lordship is honourably distinguished.

No. 1333 R., S. & C., dated 26th September, 1889.

From—H. WALPOLE, Esq., Under-Secretary of State for India,
To—REVD. T. EVANS, Baptist Missionary, Mussoorie.

I am directed by the Secretary of State for India to acknowledge the receipt of your letter, dated the 1st August, concerning the excise administration of Bengal and the North-West Provinces. A copy of your letter will be forwarded to the Government of India for their consideration, and Viscount Cross directs me to add an expression of his confidence that the Supreme and the Local Governments of India will always give due consideration to any representations on this matter which may be made to them by yourself or by other missionaries who have given attention to the practical working of the Excise Department in the interior of an Indian province.

No. 5795, dated 22nd November, 1889.

From—J. F. FINLAY, Esq., Deputy Secretary to the Government of India, Finance and Commerce Department,

To—The Secretary to the Government of ^{Bengal} the North-Western Provinces and Oudh.

I AM directed to forward copy of a letter, dated the 1st August 1889, addressed by the Revd. Thomas Evans to Her Majesty's Secretary of State containing certain statements by that gentleman regarding the excise administration of Bengal and the North-Western Provinces and Oudh.

2. I am to enquire whether there is, or ever has been, in force in ^{Bengal} the North-Western Provinces and Oudh an excise system under which contracts were given in connection with central distilleries or otherwise to the person who undertook to sell the maximum quantity of liquor, or to pay duty on a certain minimum quantity.

3. If so, I am to request that you will state to what extent the system prevails or has prevailed.

No. ²⁷ XIII-178A, dated 23rd January 1890.

From—R. SWEATON, Esq., C.S., Secretary to the Government of the North-Western Provinces and Oudh,

To—The Secretary to the Government of India, Finance and Commerce Department.

I AM directed to acknowledge the receipt of your letter No. 5795, dated the 22nd November 1889, forwarding copy of a letter addressed by the Revd. Mr. Evans to Her Majesty's Secretary of State containing certain statements regarding the excise administration of the North-Western Provinces and Oudh.

2. In reply, I am to say, with reference to paragraph 2 of your letter, that no system prevails in these provinces under which contracts are given in connection with central distilleries or otherwise to persons who undertake to sell the maximum quantity of liquor.

3. As regards the requisition for payment by the lessee of duty on a certain minimum quantity of liquor, I am to say that as far back as 1878 a trial of this experiment was sanctioned tentatively in the Meerut District in the case of such shops only as were suspected of illicit trade. Later on, in the year 1880, the field of the experiment was extended by the Government to such tracts as were administered under the modified distillery system; but the sanction thus accorded was not very discreetly exercised, and recently the matter formed the subject of special enquiry. Such payments are now in force only in the few portions of these provinces which remain under the modified distillery system, viz., Bulandshahr, Etah, and a part of the Agra District. The object of this precautionary measure, I am to explain, is to ensure that licenses are not taken out as cloaks for the sale of illicit liquor. In these cases no attempt is made unduly to raise the minimum, which is entered simply as a safeguard, and is believed to represent average consumption.

No. E-^{1-C}/₅-4, dated 10th February 1890.

From—H. J. S. CORTON, Esq., Officiating Secretary to the Government of Bengal, Financial Department,

To—The Secretary to the Government of India, Finance and Commerce Department.

I AM directed to acknowledge the receipt of your letter No. 5795, dated the 22nd November 1889, forwarding a letter from the Revd. Thomas Evans to the address of the Secretary of State, and enquiring whether there is, or ever has been, in force in Bengal an excise system under which contracts are given in connection with central distilleries or otherwise to the person who undertakes to sell the maximum quantity of liquor or to pay duty on a certain minimum quantity.

2. In reply, I am directed to forward a copy of a report* from the Board of Revenue on the subject, and to say that it correctly describes the facts.

* No. 66-B., dated 28th January 1890.

No. 68-B, dated 28th January, 1890.

From—K. C. GUPTA, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,
To—The Secretary to the Government of Bengal, Financial Department.

I AM directed to acknowledge the receipt of Mr. Cuthbertson's endorsement No. B-1-C.2, dated 5th December 1889, forwarding for report a letter from the Government of India, Department of Finance and Commerce, giving cover to a memorial from the Revd. Mr. Evans to the address of the Secretary of State, in which certain statements are made regarding the excise administration of Bengal and the North-Western Provinces and Oudh.

2. In reply, I am to say that there is not, and never has been, in force in Bengal an excise system under which contracts were given in connection with central distilleries or otherwise to the person who undertook to sell the maximum quantity of liquor or to pay duty on a certain minimum quantity.

3. In Bengal a kind of farming system was introduced in the year 1813 by section 19, Regulation X of that year, though it appears that even before then a similar system had been experimentally tried. The system was greatly extended after the passing of Regulation VII of 1824. Under it the excise revenue, either by entire districts or by known divisions or pergunnahs of districts, or for separate articles of excise, such as ganja and opium, generally throughout the Bengal Presidency, was farmed out on tenders duly invited and selected for approval. But the anticipations of an increase of revenue which the system was to secure not having been realised, it was gradually replaced by the direct system of management; nevertheless it lingered on in Behar and Chota Nagpur for many years, and did not entirely disappear till 1864. The experience of over 40 years during which it was in existence resulted in its absolute condemnation, and no attempt has since been made to revive it in Bengal.

4. The farming system described in the preceding paragraph is, however, very different from the contract system which the Revd. Mr. Evans so graphically describes, and to which the Government of India refers. Under the former there was no question of the farmer's guaranteeing the payment of duty on a certain minimum number of gallons of spirit: all that was done was to accept the highest offer of fees for the right to make and sell liquor in certain defined tracts. In effect it was the leasing of all the out-stills (the number and sites of which were previously fixed) in a specified area to an individual, instead of settling the shops separately. The statements made in Mr. Evans' memorial on this subject are absolutely and grossly incorrect, and their inaccuracy is all the more astounding, because from figures he quotes it is clear that he must have had before him the Board's Administration Report for the year 1887-88, which explains the system in existence in Bengal under each item of excise revenue. In describing, therefore, what he calls the system of licensing in force in Bengal, he must have drawn on his imagination, assisted possibly by some vague notion that some such system as he described was in operation somewhere. It is hard to conceive ignorance so complete of a subject which Mr. Evans says has been the patient study of a life-time.

5. The enclosures of Mr. Cuthbertson's endorsement are herewith returned.

No. 311, dated 1st October, 1890.

From—The Government of India,
To—The Secretary of State for India.

We have the honour to acknowledge receipt of Your Lordship's Despatch No. 93 (Revenue), dated the 3rd October 1889, forwarding copy of a letter from the Revd. T. Evans, Baptist Missionary, Mussoorie, dated the 1st August 1889, on the subject of the excise systems of Bengal and the North-Western Provinces. We think it necessary to call Your Lordship's attention to the remarks made in this letter regarding the sudder or central distillery system.

2. Mr. Evans states that he has had long experience of the excise system in India, and that he has been familiar with Bengal and the North-Western Provinces for over thirty years, and it must, therefore, be assumed that his remarks are made with deliberation, and that he wishes them to be considered as strictly accurate in all respects and based on his personal experience. His remarks are to the following effect:—

Before I comment on the effect of the above figures, I would desire Your Lordship's indulgence for a few moments while I describe, or endeavour to give Your Lordship some idea of, the *modus operandi* of the system practised at the Government sudder distilleries.

First and foremost, there is an existing contract, say for 1886-87. One remarkable feature of that contract is that it provides for a minimum number of gallons on which the contractor has to pay the Government duty, whether he sells that number of gallons or not.

The profit of promoting this drink trade is so handsome in India that when the contracts were about to be let by Government there is naturally brisk competition—not, Your Lordship will observe, with respect to the *enhanced rate the Government are to receive* for the above duties *per gallon*, but with reference to the *minimum number of*

gallons the enterprising contractor, stimulated by his own hope of gain, can give the Government a guarantee he can sell.

It follows, therefore, as naturally that when a contract is about to be let, if the old contractor has taken a contract to produce and sell a hundred thousand gallons *as a minimum*, and his rival says 'I am willing to guarantee the sale of a hundred and fifty thousand gallons', he will stand the best chance of getting the contract. In other words, there is direct competition to produce *the largest number of gallons* of liquor to be sold, and not with reference to the *minimum of profit to the contractor* at which he will maintain his trade in competition with other industries.

Mr. Evans puts forward these statements without any qualification as a description of the sudder or central distillery system in Bengal and the North-Western Provinces, and dealing with them as such, we regret to have to say that they are incorrect and misleading.

In connection with the sudder or central distilleries of Bengal and the North-Western Provinces, there are, as a general rule, no contracts such as Mr. Evans describes, no contractors and no guarantee of minimum quantity of liquor to be produced and sold, or on which duty must be paid.

3. In order to ascertain whether there was any foundation, however slight, for the Revd. Mr. Evans' remarks, we enquired from the Local Governments concerned whether there is, or ever has been, in force in Bengal or the North-Western Provinces an excise system under which contracts are given, in connection with central distilleries or otherwise, to the persons who undertake to sell the maximum quantity of liquor, or to pay duty on a certain minimum quantity.

4. It will be observed from the letter from the Board of Revenue to the Government of Bengal, No. 66-B., dated the 28th January 1890, which forms an enclosure of this Despatch, that in those districts and towns in Bengal in which the central distillery system is in force, not only is there no condition imposed on the distillers requiring them to pay duty on a minimum, or any, number of gallons, but that the privilege of monopoly of manufacture is never given to any contractor.

5. As regards the North-Western Provinces, we enclose copy of a letter from the Government of those Provinces, No. ²⁷~~XIII-17v-A.~~, dated the 23rd January 1890, from which it will be seen that Mr. Evans' criticisms of the central distillery system are, with a small and partial exception, as inapplicable to the North-Western Provinces and Oudh as to Bengal. The exception occurs in some of the districts in which what is known as the "modified distillery system" is in force, and extends to two districts and part of a third. There are 49 districts in the North-Western Provinces and Oudh. From the letter referred to, Your Lordship will observe that the minimum quantity of liquor on which duty must be paid was fixed at an amount which was not designed to stimulate consumption, and that the object of the system was, as in the case of the corresponding system in Bombay, to prevent illicit transactions and ensure the sale of taxed liquor by the licensee. Moreover, it is totally incorrect to assert that the minimum figure is, or was, liable to be raised by the competing parties at the auction, or that there was any possibility of success in the competition being attained by offering to guarantee a larger minimum sale. The minimum figure is fixed by the Collector before auction.

6. It will be seen that the system described by the Revd. Mr. Evans from his own personal knowledge as being in force in Bengal and the North-Western Provinces is not, and never has been, in force in Bengal, and has been in force only in a very small area of the North-Western Provinces, and in that area not in the form represented by the Revd. Mr. Evans. We have no reason for supposing that the Revd. Mr. Evans made the statements to which we have referred otherwise than in good faith, but it appears to us that such recklessness in assertion as we have shown to exist in this case, coupled with a claim to special knowledge of the subject on the ground of long experience and patient study of the question, is hardly less culpable than intentional misstatement of facts.

II.

Bengal.

Correspondence regarding an enquiry into the Excise Administration of the tea districts of Bengal and Assam.

No. 13 (Revenue), dated 31st January, 1889.

From—The Secretary of State for India,

To—The Government of India.

I forward, for the consideration of Your Excellency's Government, five letters which have been laid before me by a Member of Parliament who takes much interests in Indian questions. These letters are apparently from tea planters in the province of Assam, and they are written in reply to a circular from Messrs. Finlay, Muir & Co., who are merchants in Calcutta and agents for tea gardens. The writers complain of the way in which outstills and liquor shops have been opened, sometimes in spite of the planters' protests, close to or upon tea gardens; and they state that the facilities for drinking, the evil of drunkenness among tea garden labourers, and the drink revenue have all increased greatly during the last few years.

2. I have recently had under my consideration an interesting report by Mr. H. C. Williams on the administration of the Assam Excise Department during the year 1887-88. I observe that for the province of Assam the total receipts, including local duty and license fees, on account of "country spirits," rum, imported liquors, tari and rice beer, during the last four years, have been—

	<i>R</i>
1884-85	2,61,661
1885-86	2,74,683
1886-87	2,81,398
1887-88	2,40,300

During these years, therefore, no great increase has accrued on the Assam drink revenues. The revenue is raised on the outstill system; but no limit is placed on the capacity of a still nor has any check been imposed on the quantity of liquor made. The estimates of liquor sold or consumed are said to be untrustworthy. The decrease of revenue in 1887-88 is due to the fact that the Commissioner refused to license the usual number of country spirit shops in one of the tea districts; but the Chief Commissioner says of Sylhet that, so far as the statistics go, they "show that the decrease in revenue was accompanied by an increase in consumption, which would be extremely unsatisfactory."

3. It is clear, however, that the revenue officers of Assam are mindful of the views of the tea planters on the drink question. One district officer writes (concerning Sibsagar), "it was of course out of the question to flood the district with its large tea garden population with spirits at two annas a bottle." The Commissioner of the Assam Valley Districts writes, that he and the officers under him defeated a combination that "would have flooded the country with cheap liquor. . . . When it is remembered that the consumers are tea garden coolies, and that their masters have always protested against the supply of cheap liquor and the consequent drunkenness, it is, I think, clear that we are bound to do what we can to maintain the price." Another district officer writes (concerning Lakhimpur), "the increase of the still-head duty has driven us back upon the outstill system. But the natural consequence, increased consumption and increased drunkenness has not, perhaps, ensued, because I have largely reduced the number of shops." The Commissioner of Excise, Mr. Williams, says: "The only complaints from garden managers of drunkenness among tea garden coolies or against country spirit shops came from Cachar, where the manager of Subang garden applied for a license to sell rum, on the ground that the country spirits sold by the neighbouring shops contained poison. Two bottles, however, were analysed by the Chemical Examiner, who failed to detect any poisonous substance in them."

4. Paragraph 23 of the report shows that there had been "a very marked decrease in the price" of country spirits in the Surma Valley, especially in the Sylhet district; but the authorities were considering measures to check this undue cheapness of liquor. In the Assam Valley country spirits seem to be dear. Paragraph 18 shows that in that valley 95 samples of liquor were tested, and it was found that their average alcoholic strength was 48° under-proof, and their average price was from 12 to 13 annas a bottle. Relatively to the rate of

Bengal —contd. wages, which may be quoted at 24 annas a week in Assam against 20 shillings in London, drink is far dearer for the Assam labourer than for the labourer in London, where a bottle of gin about 30° under-proof can be bought for two shillings. For a bottle of weaker liquor costs the Assam tea coolie half his week's wage, while a bottle of stronger liquor costs the London labourer one-tenth of his week's wage.

5. In connection with these letters from Assam tea gardens, I have considered again the papers received with the Marquis of Dufferin's letter, No. 250, dated 16th October, concerning the excise system and liquor-shops in the Darjeeling district. There also the tea planters had protested against the increase of drunkenness and the increase of liquor-shops; and a public meeting had been held at Darjeeling on the subject. The papers forwarded to the Government of India letter quoted show that in the Darjeeling district the outstill system prevails; that there are now 38 licensed outstills in the district as compared with 45 outstills eight years ago; that the population has increased, and that the yearly liquor revenue of the district has increased from Rs7,000 to Rs5,000 during the same period. No limitation in the size or capacity of outstills has been enforced. The people of the district are said to be much addicted to drinking; and the local officers believe that, if liquor shops were closed, much illicit liquor would be consumed. Lord Dufferin's Government considered that the local authorities had been for years dealing with the matter in a judicious way and upon sound principles.

6. It is worthy of note that some tea planters do not object to their coolies having moderate quantities of wholesome spirits. One of the five planters, whose letters are now forwarded, writes that in former years, when liquor licenses went cheap, "planters occasionally bought them up; now the price is very different." And a table at paragraph 28 of the Assam report shows that tea planters imported 10,230 gallons of rum during the year 1887-88, while licensed vendors imported 3,615 gallons.

7. There has been much said about the liquor traffic in the tea districts, and there is some apparent discrepancy between the account of matters, as given by the planters and the account gathered from official reports. I therefore commend the matter to the consideration of Your Excellency's Government, with the suggestion that further and very careful enquiry into the facts, and into the need for change in the excise administration of the tea district, may be advisable. The paper published at pages 2096—2100 of the *Calcutta Gazette* of the 17th October last shows that an independent enquiry into allegations made regarding excise affairs in the Hooghly district brought to light valuable information, and formed the basis for important changes in the local excise arrangements. I should be glad to receive at any early date a copy of any instructions you may issue upon this matter.

Dated 21st September, 1888.

From—H. BALD, Esq., Manager,

To—Messrs. FRILAY, MUIR & Co.

With reference to your Circular No. 125, and dated the 17th instant, I beg to draw your attention to the accompanying report of a public meeting of the Darjeeling Temperance Society, held on the 7th June last. I had the honour, as you will see, to second the first resolution which was passed at that meeting. My speech on that occasion is reported at pages 25—28. As regards facts stated by me, I might refer to the part marked at page 26 of the report. In addition thereto I may mention what I forgot to do at the time, that another consequence of the evil of drink among the coolies is the fearful extent of gambling that prevails among them. They carry on this vice very frequently all night long, and incapacitate themselves from doing their work in the daytime.

Then, again, it should be remembered that Sunday is the market day in Darjeeling, and therefore the only day in the week on which the coolies can go up to Darjeeling to procure their supplies of food for the week. I have already mentioned in my speech how the poor men return drunk to the garden after having wasted the bulk of their pay, or advances of pay, in drink. But that is not all the effect of their Sunday's drinking, as Monday morning's muster always shows a large number of absentees.

As regards any suggestions I have to make for the repression of this terrible evil, I do not see that I could do better than refer to the proposals made by Mr. D. Sutherland at the meeting in question, as reported at pages 43—46 of the report, viz. :—

1st.—The appointment of an independent Commission to enquire into the whole matter.

2nd.—The abolition of the drink traffic; in other words, the closing of every outstill and every liquor shop.

3rd.—Legislation in respect of alcohol as a poison; in other words, restricting and regulating its use and sale as any other poisonous drug.

4th.—Adoption of the principle of local option.

Dated 3rd October, 1888.

Bengal—cont

From—G. FITZGERALD, Esq.,

To—Messrs. FINLAY, MUIR & Co.

I beg herewith to reply to your circular letter regarding the working of the outstill system. I may commence by saying that it is a subject which has been attracting a good deal of my attention lately, and I have even been planning over in my mind the best means of bringing such a crying evil before the notice of the public. I am therefore sincerely glad to learn that the Calcutta Missionary Conference has taken the matter up.

There is not the slightest doubt that the "Government grog-shops," as they are commonly termed, are doing a vast amount of harm among the Native population, and especially to garden coolies. It is quite beyond the planter's power to prevent his people from obtaining the liquor (the shop here is open from 6 A.M. to 9 P.M.). Wherever there is a large-sized garden a grog-shop is sure to be found at the nearest convenient point. Planters have protested over and over again against their erection, but without effect; in fact, I know of a case in which Government tried to force a shop on to land actually belonging to the garden, and it was only after a long fight that the manager won the day.

Sunday is, of course, the great day for drinking, and, driving by, I have come across coolies lying literally dead drunk at intervals on the road, covered with mud from head to foot, and have had to have them rolled on one side to clear the way for my trap. One of my best men got leave one day, bought six bottles of country spirits at a shop about four miles away, and on his way home fell across the railway line, smashing his bottles, and lying insensible until, luckily, picked up by another coolie. It is needless to say that the drinking leads to rioting and wife-beating; cases, however, seldom come before the notice of the Government; were they to do so, coolies would be constantly absent from the gardens, so the planter, as a rule, settles these matters himself.

On Mondays the coolies take longer over their work, and some of them fail to accomplish their very moderate tasks at all, and the unvarying and stereotyped excuse of the Mohuries is this—"They were drunk yesterday; they are feeling it to-day."

Speaking to my Native Doctor the other day as to the harm the grog-shop was doing, he told me it was just the same in Bengal, and that when he returned there on leave after several years' absence in Assam he was astonished to find that the most respectable people had taken to drinking country spirits.

Six bottles per head is the Government allowance for sale daily; this rather puts the old "two bottle" days of our forefathers in the shade. The Chubwa grog-shop license costs Rs2,500; the yearly profit amounts, I understand, to Rs1,200, or 48 per cent. on the capital invested.

In former days, when the license purchase did not amount to any great sum, planters occasionally bought them up; now the price is very different.

It is easy enough to give you statements of facts (although Chubwa is really a very quiet garden), but it would be impossible for me to suggest any remedy that would wipe out the evil and still suit the Government Exchequer. It is a terrible evil and a growing one, and for "poor humanity's" sake, I can only hope this well directed agitation may lead to the discovery of some practical scheme to effect its cure.

Dated 8th October, 1888.

From—P. WHITTON, Esq., Superintendent,

To—Messrs. FINLAY, MUIR & Co.

In reply to your Circular No. 125, re the working of the outstill system, I have the following remarks to make.

Annual licenses are freely granted all over this district, the only restriction being that no liquor shop be within five miles of another. The licenses are sold by auction, and are generally, I believe, handed over to the highest bidder.

From the number of shops scattered all over this district, and especially in the vicinity of the tea gardens, the natural result is a cheap and plentiful supply of liquor, which cannot be otherwise than hurtful to the health and general well-being of the coolies. Unless the system was entirely abolished, I fail to see what remedial measure, short of that, would prove to be of any good or lasting effect. Beyond affording a fruitful source of revenue to the Government, I think no other argument can be put forth in its favour, for, though it may develop the natural resources of the country to some extent, the evils in connection with it far outweigh any good it may do in that respect.

Dated 8th October, 1888.

From—W. HENDERSON, Esq.,

To—Messrs. FINLAY, MUIR & Co.

I am in receipt of your letter, dated the 17th of September, soliciting information regarding the outstill system.

I regret to state the sad fact that drunkenness among garden coolies has spread to an alarming degree, since its promotion and encouragement by this outstill system. Any attempt to abolish or even lessen this growing evil will be hailed with pleasure.

Since the introduction of this odious system in 1883, the consumption of country spirits has, I am certain, increased sevenfold (possibly more), and it is increasing yearly, judging from the new stills that periodically spring up here and there all over the districts.

Bengal—contd.

The Local Government allow and cherish these stills contiguous to our gardens and bazars. There are cases on record of proprietors and managers having laid the matter before the Local Government, clearly demonstrating the injury the industry and the health of the coolies had and were receiving at their hands from the propagation of such a system, but the said Local Government only lent a deaf ear. There are cases where managers have objected to allowing a still in the grants under their charge, but to no purpose,—they were enforced.

The manufacturing places are chosen and fixed by the Local Government. These outstills are put up to auction yearly, and the right to manufacture and sell country spirits knocked down to the highest bidder. They are readily disposed of at large prices to eager competitors, bent on aggrandizement at the expense of our tea gardens and coolies' health, by making and selling them a venomous compound, at four annas per quart bottle, and termed by the Local Government wholesome country spirits.

Before these outstills were created, shops where spirits could be procured by coolies were few and far between, and the said spirits could not be purchased at less than one rupee per bottle. During these times the coolies had little or no temptation to drink, and were, although earning less money, in a much better pecuniary state than at present. The roadside and bazar outstill absorbs their surplus cash, aye and more, because food and clothing are often curtailed to provide the grim fire-water.

I am not aware of any one exercising the function of an excise officer, by way of testing the quality of the liquor sold to the natives, to see that the spirit so manufactured and sold contains no deleterious ingredient likely to cause hurt to the immediate health to those indulging. So that, as far as I know, there is no check upon the avaricious lessee of the said stills, and the consequence is spirits are made from the cheapest material found to yield the greatest return for the outlay, and is, as a rule, largely adulterated with most obnoxious and injurious stuffs. Just for a moment consider the price, four annas for a quart bottle, and you will readily comprehend the kind of liquor the coolie gets for his money. I may mention they don't only get drunk upon it, but go mad, and become raving bedlamities for some time.

I also note that, since the introduction of this outstill system, the coolies who indulge are much more liable to sink under an attack of sickness, and, if the Sanitary Reports are correct, sickness has increased since the system in question came into force. I don't mean to say that the whole increase is due to the greater facilities the natives now have of obtaining intoxicating liquors, but we can with safety credit it with a very heavy percentage.

On many gardens work is often much impeded by coolies being incapacitated for labour by the over-indulgence in these spurious spirits, thereby rendering an injury not only to the coolies, but to the planter.

I can only add, in conclusion, that the revenue derived from the outstills is directly at the expense of the welfare, health and lives of natives, not to speak of the tea industry.

I have confined my remarks to natives employed on tea work; other than this I am not conversant with, but I have no doubt they suffer in a like ratio.

Dated 14th October, 1888.

From—J. G. FRASER, Esq.,

To—MESSRS. FINLAY, MUIR & Co.

Taffong is well supplied with grog-shops, and drunkenness is the consequence: six years ago there was only one grog-shop at the north-east corner of the garden, where the bazar is held twice weekly, when the people fully availed themselves of the convenience. Two years later the garden was extended two miles to the west, and the people on the garden increased from 300 to 600, and it must have been thought that another grog-shop at the west end would be a sure source of revenue. There is not a habitation within a mile of it. I was asked if I objected to place a shop there, and protested all I could to prevent it. The shop was placed there, and is there now, and only 200 yards from the cultivation, to induce the coolies working there to part with their money. I have often sent carts and men to carry home the helpless coming from the east and from the west, some more or less injured by falls and fights, and unable to work for days and some for weeks. This is going on every week. But, as yet, only three cases proved fatal on the spot,—one woman was trampled to death; another young man was left drunk in the garden by his brother and crawled home himself, next morning the skeleton of the other was found surrounded by jackals; lastly, another man in a mad fit of drink killed his wife with an axe. I have no doubt half the sickness on the garden is caused by the stuff supplied at these shops, and to which, so far as I know, there is no limit or restraint. If the coolies go beyond these shops a mile or thereabout, to Khassia villages, for grog they consider better, and are caught, they are either imprisoned or fined one or two or three months' pay. These may be coolies of Act I of 1882 for the protection of immigrants. This incapacity for work, chiefly through drink, has been a great source of annoyance to managers, and a great loss to gardens, while it seems impossible to prevent it. For when a site is applied for any grog-shops it is sure to be granted, let the objections be what they may.

No. 1247, dated 9th March, 1889.

From—E. J. SINKINSON, Esq., Officiating Secretary to the Government of India,

FINANCE AND COMMERCE DEPARTMENT,

To—The Secretary to the Government of Bengal.

I am directed to forward copy of a Despatch from Her Majesty's Secretary of State, No. 13 (Revenue), dated the 31st January 1889, dealing with the liquor traffic and alleged prevalence of drunkenness in Assam and the tea districts

of Bengal; and, with reference to paragraph 7, to request that, with the permission of His Honour the Lieutenant-Governor, arrangements may be made at an early date for a careful and exhaustive enquiry into the facts connected with the excise administration in the tea districts of Bengal, which should be of such a character as to place the accuracy of the information obtained beyond question. Bengal —contd

2. A report of the results of the enquiry, and of the orders passed by the Government of Bengal on a consideration of it, should be furnished for the information of the Government of India and the Secretary of State.

3. It will be observed that the Secretary of State asks for information at an early date; and this will of course be kept in mind, though completeness of treatment of the important subject referred must be the first consideration.

No. 1248, dated 9th March, 1889.

From—E. J. SINKINSON, Esq., Officiating Secretary to the Government of India,

FINANCE AND COMMERCE DEPARTMENT,

To—The Chief Commissioner of Assam.

I am directed to forward copy of a Despatch from Her Majesty's Secretary of State, No. 13 (Revenue), dated the 31st January 1889, dealing with the liquor traffic and alleged prevalence of drunkenness in Assam and the tea districts of Bengal, and, with reference to paragraph 7, to request that arrangements may be made at an early date for a careful and exhaustive enquiry into the facts connected with the excise administration of Assam, which should be of such a character as to place the accuracy of the information obtained beyond question.

2. It will be observed from the correspondence marginally quoted that further safeguards than those employed in Assam are insisted on in Bengal and Madras with the object of limiting the production and preventing the cheapening of outstill liquor, and with reference to paragraph 10 of the enclosed copy of a Despatch to Her Majesty's Secretary of State, No. 55, dated the 19th February 1889, I am to request that you will consider whether further restrictions of a similar character cannot with advantage be imposed in the case of outstills in Assam.

3. A report of the results of the enquiry, and of the orders passed by you on a consideration of it, should be furnished for the information of the Government of India and of the Secretary of State. It will be observed that the Secretary of State asks for information at an early date, and this will of course be kept in mind, though completeness of treatment of the important subject referred must be the first consideration.

No. Ex. 1-D.—4-2, dated 10th February, 1890.

From—H. J. S. COTTON, Esq., Officiating Secretary to the Govt. of Bengal, Financial Dept.,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am now directed to submit a reply to the letter from the Government of India, No. 1247, dated 9th March 1889, with its enclosed Despatch from the Secretary of State, directing that a careful and exhaustive enquiry should be made into the facts connected with the excise administration in the tea districts in Bengal.

2. These orders were communicated to the local officers with an intimation that, in the Lieutenant-Governor's opinion, it would not be necessary to depute any special officer to make the enquiry, but that it should be undertaken by the district officers concerned. Objections were taken to this proposal on the ground that the Deputy Commissioner of Jalpaiguri was temporarily absent on leave, and that his *locum tenens* had no special experience of the subject; while the Deputy Commissioner of the Darjeeling District was too much occupied in political duties in Sikkim to be able to devote sufficient personal attention to this important subject. For these reasons unavoidable delay occurred in instituting the enquiry. The Lieutenant-Governor was, however, unable to approve the proposal to depute a special officer, and eventually the enquiry has been carried out and completed by the Deputy Commissioners with the aid of their respective staffs.

Bengal—*contd.*

3. Full instructions were issued for the guidance of local officers in this duty. It was pointed out by the Lieutenant-Governor that it would be necessary to examine, by reference to statistics of the number of shops and the revenue for the past ten years, whether, having regard to the characteristics of the population and its growth in numbers, the Government had gone beyond its proper function of meeting without stimulating the natural demand of the drinking population and of taxing the liquor supplied up to the highest point it will bear without risk of encouraging smuggling or illicit distillation. Attention was drawn to the specific charges brought against the administration of the Excise Department, and the effect of the system on the habits of the people and especially on the tea industry. It was directed that the questions of the adulteration of outstill liquor with noxious drugs and of increased drunkenness should receive a thorough examination. It was explained that the co-operation of the tea-planters would be absolutely necessary in order to complete a proper enquiry. Upon this point the Lieutenant-Governor observed:—

It is not sufficient to say that the planters wish to control the sale of liquor to their coolies for the sake of the power it would give them. This may well be, but the Lieutenant-Governor cannot doubt that they also object on strong material grounds, to their working force being diminished by drunkenness apart from the moral indignation which planters, in common with all right feeling persons, must naturally feel at frequent intemperance, accompanied with disturbances and quarrels among their people, if they believe, rightly or wrongly, that this drunkenness is fostered and increased by the existing administrative arrangements. It is desirable, therefore, to take into consideration the planter's point of view as well as that of the Excise Department, and it is in this connection that the question of the sites of outstills as well as their number will have to be carefully examined.

It was requested that if in any case it were found that shops had been placed in undue proximity to markets, or in unduly conspicuous localities, suggestions for improvement on these as well as on all other points requiring remedy might be freely given.

4. The reports which have been received are all submitted with the Board's letter No. 64 B, dated 28th January 1890, and are now transmitted for the information of the Government of India and the Secretary of State. They are most complete and exhaustive, and show that no pains have been spared in order to make the enquiry as thorough as possible. The investigations were conducted during the most inclement and unhealthy period of the year, and at great personal trouble and inconvenience. The cordial acknowledgments of Government are due to all concerned, and especially to Messrs. Paul, Knyvett, and Earle of the Darjeeling District, and to Major Boileau, the Deputy Commissioner of Jalpaiguri. The willing assistance rendered by the general body of the planters is a marked feature of the enquiry, and the Lieutenant-Governor desires to thank them also for their valuable co-operation.

5. The Board have ably summarised and reviewed the substance of these reports, and it is unnecessary for the Lieutenant-Governor to repeat what is contained in their letter. Although the papers are exceedingly voluminous, they will not be considered tedious by those who have interested themselves in excise matters in India. In the Lieutenant-Governor's opinion they must be held to amply justify the Government officials as to the general excellence of their excise administration. They afford conclusive evidence of conscientious and successful endeavours to organise the Department in accordance with the recognised and established principles on which a proper excise policy must rest. It is shown that Government has not stimulated the natural demand of the drinking population. It is most satisfactory to find that the oldest and best informed planters are forward to deny the charges of encouraging intemperance. The coolie population has enormously increased owing to the establishment of new gardens, and they all belong to tribes who habitually consume spirituous liquor; the increase in drinking is certainly not more than commensurate with the increase in number of the drinking classes. The facilities for drinking have decreased in comparison with the growing demand for liquor. The outstill liquor is paying in license fees a duty of more than Rs 4 the gallon of London-proof; and, while the retail price is continually increasing, it is very much higher than the price of liquor in the neighbouring Native States. The tea districts are surrounded by foreign territory, and foreign outstills pour their contraband liquor across the British frontier at half, or even a quarter, the price at which it is obtainable from the licensed shops. The question of price receives the most careful attention, and the price is forced as high as possible; but if it be made prohibitive, or the supply of liquor be unduly restricted, the number of Nepalese and Bhutia and Sikkim shops will surely increase, and the Government revenue be reduced without any corresponding diminution of drinking. The reports received from the Chemical Examiner show that the outstill liquor is not subjected to injurious adulteration.

6. The important question of the location of shops is fully discussed in the correspondence. It will be observed that the Deputy Commissioner of Darjeeling considers certain shops superfluous, and the sites of a few others objectionable; and that the Deputy Commissioner of Jalpaiguri takes exception to the present situation of two outstills in his district. This point will receive special attention when the excise settlements for next year are made, and the Board will be desired to submit a special report on the subject for the orders of Government. The Lieutenant-Governor considers that the following remarks of the Excise Commissioner which are quoted by the Board are of some weight as putting in a strong light an aspect of the question which is apt to be lost sight of:—

I am not in favour of the removal of liquor shops from the neighbourhood of the people who use liquor not only because of the likelihood of smuggling, but also, as I have endeavoured to show, because the more troublesome it is to obtain liquor the more a man will drink on the occasions when he gets it. I do not think a drinking Dhanger coolie will in a month spend more money on drink at a liquor shop within half a mile of his work than at one five miles away, but he will visit it much oftener, and drink a smaller quantity each time,

than on his less frequent visits to a more distant shop. While thinking it right, however, that there should be a legitimate supply of liquor easily accessible in those localities in which there is a demand, I consider it most objectionable that a liquor shop should be on the roadside, or in such a situation as to place temptation in people's way. If a coolie wants liquor, he must have a licensed shop within reach, or else there will be illicit manufacture and smuggling; but the shop should not be so placed as to suggest drinking to any body. Bengal — cont.

The difficulty of the question is no doubt considerable; it is probably true that from want of licensed facilities for obtaining liquor there has been a great deal of illicit manufacture and smuggling; at the same time it is obvious that no unnecessary shop can be tolerated. It is drunkenness which the Government desires to put down rather than the moderate use of liquor. If shops are too far off from a tea-garden, it is more than probable that the coolies will get drunk on every occasion of a visit. The problem is to place them not too near and not too far off; but, especially as Mr. Westmacott points out, the shop must not be placed so as to suggest drinking to any body. The Lieutenant-Governor has every confidence that the present thorough enquiry will lead to arrangements being made which will remedy any defect in the present location of shops. The action of the Board in directing that no shop should be kept open after sunset meets with the entire approval of Government.

7. Another very important question to which much prominence is properly given by Mr. Paul in his report relates to the conditions under which *marua* is made and sold in the Darjeeling District. *Marua* is a fermented, not a distilled, liquor made at home from the seeds of the millet known as *marua*, but also occasionally from rice, wheat, and other cereals. The process of preparation is described in a note by Raja Tendook Pulger annexed to the Deputy Commissioner's report. It is universally consumed among the Bhutias and Lepchas. It is said that when freshly fermented the beverage is not only harmless, but wholesome and strengthening; but that in proportion as the process of fermentation is prolonged, the greater is the alcoholic strength and consequent unwholesomeness. The natives of the country are allowed to prepare this liquor for home consumption without a license, and its manufacture for private use was practically unrestricted until 1881, when, notwithstanding the remonstrances of the Commissioner of Rajshahye and the Deputy Commissioner of Darjeeling, it was directed that the rule restricting the possession of home-brewed *pathwai* should be applied to *marua* in Darjeeling, the limit of possession being extended to 12 seers. A further restriction was imposed in 1888, when the limit was reduced to 4 seers. Mr. Paul writes:—

This unfortunately occurred during my absence with the Sikkim expedition, and thus was put into circulation without protest. The evidence of many planters shows that this cruel restriction has driven their coolies to the outstills, and thus conduced to intemperance.

He also points out that the restriction tends to encourage people to keep the *marua* longer in order to meet by strength the difficulty of manufacturing a small quantity. Believing that the use of *marua* in supersession of outstill liquor should be encouraged, he strongly recommends the limit of possession to not less than 20 seers.

8. The Lieutenant-Governor observes that the same view is expressed by the Excise Commission of 1884. With reference to the imposition of a 12-seer limit, they wrote that "it seems doubtful whether any material advantage either to morality or to the revenue has been the result of the change;" and on the general policy which ought to be adopted by Government with regard to the excise of fermented liquors, they "are convinced that fermented liquors are on the whole preferable to distilled spirits as being more wholesome, less intoxicating, and not so likely to lead to habits of confirmed drunkenness." Mr. Paul now writes:—

The comparatively free possession of a wholesome stimulant in their own homes will keep the poorer classes generally away from the outstill shops, and thus reduce consumption to the probable increase in the price paid by the more well-to-do who desire a stronger spirit. No doubt such a concession will result in a considerable loss of revenue and the closure of some shops; but this is a matter which Government have ruled should not be taken into consideration.

Having given full regard to the arguments adduced, the Lieutenant-Governor is satisfied that the restriction imposed in 1888 should be withdrawn, and he considers also, with reference to the evidence of Raja Tendook Pulger, that it will be advisable, for the present at least, to accept the limit of 20 seers proposed by the Deputy Commissioner in place of the former limit of 12 seers. Orders will issue accordingly, but with reference to this liberal concession, it will be necessary for the local officers to be very vigilant in repressing illicit sale for the purpose of profit. A special report on the effect of the concession will be submitted after an experience of 12 months.

9. The Lieutenant-Governor entirely agrees with the Board of Revenue and the Excise Commissioner that no other system than the outstill is feasible in these tea districts. The tea districts are, by reason of their physical characteristics, most ill-adapted to the re-introduction of the central distillery system on account of the great facilities for smuggling across the frontier and of illicit distillation: it is to the interest of the licensed outstill holders to protect themselves against contraband liquor, whereas the central distillery licensed shopkeepers will naturally prefer to obtain their supplies of liquor from the cheapest sources. It will be seen that the rules for limiting still and vat capacities recommended by the Excise Commission, but which had been put off in Darjeeling in deference to the remonstrances of the local officers, have been enforced in that district from the commencement of the present financial year.

10. The question of imported liquor shops in Darjeeling presents no more than the usual difficulties in all places where cheap imported brandies and other liquor are drunk by the

Bengal—contd. comparatively well-to-do classes. It will be considered by the Board when the proposals for next year's settlement come up. The Board's proposals for an increase of excise establishment are awaited by the Lieutenant-Governor, and will be dealt with when received. A very large increase in expenditure has already been sanctioned in other districts, and the Lieutenant-Governor is prepared to consider any proposals favourably as far as funds will permit. But it is only gradually that full effect can be given to all the recommendations of the Department in regard to establishments.

11. It seems unnecessary to add anything to the remarks recorded by the Board regarding the Chittagong and Lohardugga Districts.

12. The Lieutenant-Governor shares the regret of the Board on account of the delay which has taken place in the submission of these papers. It is due to causes already explained, but, in the Lieutenant-Governor's opinion, this unavoidable delay is more than compensated for by the thoroughness of the enquiry and the excellence and value of the reports herewith submitted.

No. 64-B., dated 28th January 1890.

From—K. G. GUPTA, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,
To—The Secretary to the Government of Bengal, Financial Department.

With reference to the correspondence ending with Mr. Cuthbertson's letter No. 506-T.F., dated 25th June 1889, on the question of excise administration in the tea districts of Bengal, I am directed to say that, in accordance with the instructions of Government, detailed enquiries have been made in the districts concerned, and I am now to submit copies of the reports received from the local officers, together with a copy of a note recorded by the Commissioner of Excise, for the information of Government.

2. As Government is aware tea is grown extensively in two Districts—Darjeeling and Jalpaiguri, and to a smaller extent in two others—Chittagong and Lohardugga. As regards the two last-named districts, it will obviously be unnecessary to treat the subject in detail. In Chittagong the area under tea is 3,600 acres only; the local coolies who supply the bulk of the labour are not given to drink; while the imported labourers, who may be said to be habitual drinkers, form but a small portion of the labouring population of the tea gardens. The total revenue of the district derived from liquor shops is only Rs10,377 for the current year, and of this amount the eight outstills from which garden labourers draw their supplies contribute but Rs3,492 against an average of Rs4,180 for the last ten years. There is no record of the gallonage of these shops, but the figures given in column (b) of the statement accompanying the Collector's No. ²⁴⁰/₁₋₁ -E., dated 21st August 1889, show that the revenue has fallen off considerably since 1884-85. The average distance of the gardens from the nearest outstills is more than four miles. No complaint has been received that our excise arrangements in this district are such as to injuriously affect the tea industry, and, in the face of these facts, it is hard to understand how objection could with any reason be taken to them.

3. Similarly, in Lohardugga there are 25 small tea gardens, all of which are situated within a radius of about 20 miles round the head-quarters at Ranchi. The whole of the labour is supplied locally; in fact, Lohardugga is one of those districts which, though sparsely inhabited owing to the unproductive nature of the soil, annually send out large numbers of emigrants to Assam and other places. The classes which supply the labouring population are greatly addicted to drink, which is obtained cheaply and abundantly from the flowers of the mahua tree. The Deputy Commissioner made careful enquiries of the managers of gardens; but, with the exception of three only, none of them have any complaints to make against the excise administration of the district. As regards the apparently cheap price of liquor, it is to be noted that the strength is very weak.

4. The reports received from both the other districts—Jalpaiguri and Darjeeling—are characterised by extreme care and thoroughness, and in point of fulness leave nothing to be desired. For purposes of this investigation, the tea tracts of Jalpaiguri were divided into four portions, the conduct of enquiry in each being entrusted to a responsible officer, who was provided with copies of the correspondence, with ample instructions, and with a set of questions on which to work. Outstills were to be visited and evidence taken on the spot. Major Boileau's report shows how carefully and fully the enquiry was made by himself and his assistants at no small personal inconvenience owing to the time of the year during which the investigation had to be undertaken. Altogether the four officers charged with the enquiry examined 35 managers, 95 coolie sirdars, and over 29 outsiders, making a total of over 159 witnesses. In Darjeeling, too, the enquiry was equally exhaustive, and was conducted by Messrs. Knyvett and Earle under the personal supervision of the Deputy Commissioner. They examined 70 managers, 17 coolie sirdars, and 18 outsiders, or a total of 105 witnesses. Mr. Peacock has no doubt that Government will agree with him in thinking that these officers are entitled to great credit for the ability, fairness, and energy with which their investigations under circumstances of exceptional difficulty have been conducted, and will recognise the cordial and willing assistance rendered by the general body of planters, to which the district reports bear ample testimony.

5. Before proceeding to an examination of the allegations contained in the papers submitted to the Secretary of State, it will, the Board think, be useful to refer briefly to the peculiar physical characteristics of the only two districts in Bengal in which tea is a staple industry. Mr. Paul prefaces his report with a detailed topographical account of his district—

Darjeeling—which consists of two well-defined and distinct tracts of country—the hilly portion situated in the lower Himalayas, and comprising the Sudder and Kurseong sub-divisions, which is made up of a series of spurs and ridges separated from one another by deep ravines, rendering internal communication more or less difficult, especially in the rains; and the *terai* or plains portion, comprising the Siliguri sub-division, which lies at the base of the mountains, and is covered with dense and luxuriant forests, except where clearances have been made for rice or tea. Jalpaiguri is also situated at the foot of the hills, and partakes of the character of the *terai* portion of Darjeeling, which it adjoins. The greater part of this district is intersected by numerous rivers and hill streams which get swollen in the rains, while large tracts of *sâl* forests and heavy grass and reed jungle abound in the Buxa sub-division. Both districts are surrounded by Native States—Darjeeling touching Nipal, Sikkim, and Bhutan, while Jalpaiguri is hemmed in between Bhutan and Kuch Behar.

6. It will appear from the enclosures of the Secretary of State's Despatch of 31st January 1889 that the representations against the excise policy of Government, with but one exception, come from Assam. The planters, it is said, complain of the increase of (1) drinking, and (2) of drunkenness among garden coolies, as evidenced by the rise in the drink revenue in recent years; and this increased consumption of liquor is attributed (3) to facilities afforded by the system of excise in force, *viz.*, the outstill system. It is also said (4) that liquor shops are opened near gardens, sometimes in spite of protests; and (5) that the liquor is so adulterated as to be more or less deleterious. The main difficulty in dealing with these allegations lies in the fact that statistics, even approximately correct, are not to be obtained on any of the material points, such as outturn of liquor, drinking population, strengths of liquor sold, retail prices, &c. The only solid facts that can be laid hold of are that the drink revenue has materially increased, and that there has been a large accession to the drinking population. It may also be added that the number of liquor shops from year to year is known.

7. (1) *Increase of drinking.*—On this point no figures are available showing the actual consumption of liquor prior to 1887-88; but the admittedly large growth of the liquor revenue is referred to as proof of increased drinking. Increase in revenue, however, is not, in the case of outstills, necessarily or invariably the result of increased consumption. Other circumstances, such as keener competition, greater care in the calculation of upset prices, &c., may contribute largely to improved receipts. Where, as in the tea districts, the outstill system is in force, the number of shops, the Board submit, is a safer criterion of the extent of drinking than mere increase in the drink revenue. Assuming, however, that consumption has increased, the statement that drinking also has increased is true only in the sense that a larger quantity in the aggregate is now drunk than was the case, say, ten years ago; and this fact can be urged in disparagement of our excise policy if it can be shown that not only has the total consumption risen, but also the consumption per head. On the other hand, if it can be demonstrated that the number of gardens, the acreage under tea, the labour force in the gardens (and with the latter an increased number of the drinking classes) have advanced in a greater ratio than has the number of liquor shops, neither increased revenue nor increased gross consumption can be appealed to as condemnatory of our excise arrangements.

8. In Jalpaiguri in the ten years from 1879-80 to 1888-89, the number of gardens rose from 37 to 159, and the area under tea from 5,168 acres to 26,986 acres, while during the same period the number of outstills advanced from 4 to 14; or, in other words, while the number of gardens has more than quadrupled, and the acreage under tea is five times as large now as it was then, the number of shops is only $3\frac{1}{2}$ times as large (statements A and B of Deputy Commissioner's report). Similarly, in Darjeeling during the same period the number of gardens rose from 152 to 174, and the acreage from 37,327 to 57,181, while the number of outstills actually declined from 41 to 34 (table B of Deputy Commissioner's report). In the face of these facts it is hardly fair to say that drinking has increased in the implied sense that a coolie now drinks more than he used to do in past times. In connection with this subject, it is also as well to bear in mind the fact, generally admitted, that there is practically no non-drinking class among the garden labourers, and the coolie, both imported and local, is as a rule so addicted to the use of liquor that he will obtain it in some way or other, licitly or illicitly.

9. In paragraph 37 of his report, the Deputy Commissioner of Jalpaiguri estimates from the recorded sales of 1888-89 the probable consumption of an adult male labourer to be about two bottles of London-proof liquor per annum—a by no means extravagant allowance for one who is an habitual drinker. He says:—

The actual outturn of liquor during the past year was 18,560 gallons of all kinds in tea tracts per year
 Outturn of liquor. Average alcoholic strength. Enquiries made by myself and Mr. Walsh tended to show that this estimate was approximately correct. Assuming these figures for the present year, and adding 1,200 gallons for the new outstills of Haldibarighar and Lankapara on the basis of the last three months, we have 19,760 gallons representing the outturn of liquor for the tea tracts (*vide* statement D). The number of coolies in the Doars is about 41,802, taking $1\frac{1}{2}$ coolies per acre of cultivation. This is correct for summer season, but during the winter more coolies are employed. Therefore, reckoning two coolies per acre during that season, the total employed would be 55,470. For the purposes of general calculation, it would, I think, be safe to assume the average to be 48,536 (*vide* statement E).

The 19,760 gallons of all kinds reduced to London-proof are equal to 11,112 gallons per year (*vide* statement E). A large number of the coolies consist of women who, though they drink to some extent, are not confirmed and regular drinkers. Deducting 16,000 for women, we are left with 33,586 adult males, which probably represent the drinking population in the Doars.

Dividing the number of London-proof gallons reduced to bottles, the result is that each coolie may be said to drink 33 gallons, or two bottles of London-proof liquor per annum (*vide* statement E), which is equal to four bottles of 8-anna liquor about 50 under-proof per annum. Taking into account the maximum quantity of liquor

~~Bengal~~ could, which could be produced with the vat capacity allowed for the tea garden shops, each man would drink about a gallon, or six bottles per annum (statement F).

It will be seen that the coolie sirdars put down the sum of 8 annas as the average sum spent by each coolie per month on liquor, which would give 12 bottles of 8-anna liquor per man per annum. But it must be remembered that every coolie does not drink regularly; some—and these are not few—content themselves with drinking pachwai at festivals and indulge rarely in outstill liquor, whereas there are some who drink far more than the average allowance.

Another factor in the calculation must not be forgotten, and this is the practice on the part of vendors to mix water with the spirit distilled. This practice is a very common one I fear. If we assume—and I think we shall not be far wrong in such assumption—that the vendors add one-fourth water to a bottle of liquor to dilute it, this would raise the number of gallons of liquor (diluted) to $19,760 \times 4,940 = 24,700$, giving a little less than five bottles per head per annum. It must not, however, be forgotten that the liquor that is smuggled in from Bhutan tends to keep down the rate per head. Were smuggling entirely suppressed, doubtless the figures would be somewhat higher, say, 7 bottles per head per annum.

10. The Deputy Commissioner of Darjeeling does not furnish similar information, but the approximate outturn of the shops was 18,711 gallons London-proof in 1888-89. The acreage under tea during the same year was 57,181, and roughly following the mode of calculation adopted by the Deputy Commissioner of Jalpaiguri, as explained above, the adult male coolie population in Darjeeling would be about 68,000, which gives less than a third of a gallon as the consumption per head per annum, or very nearly two bottles. It is true that in Darjeeling this is supplemented among the Bhutia coolies by home-brewed rice beer, which is also freely taken by their women.

11. (2) *Increase in drunkenness.*—Coming now to the question of increase in drunkenness or excessive drinking, accompanied with more or less physical and mental helplessness, the evidence bearing on the subject may be divided into three classes—

- (a) Criminal statistics.
- (b) Impressions of the most experienced planters.
- (c) Figures furnished by the *hasiri* or attendance registers of garden coolies.

On the first point (a) no information is furnished from Jalpaiguri. As regards Darjeeling, the convictions for drunkenness are shown in the table B of the Deputy Commissioner's report. It will appear that the number rose from 63 in 1879-80 to 374 in 1883-84, when the maximum was reached, and that since then, with one exception, the decline has been steady, and in 1888-89 the number was 182, or less than half of what it was in 1883-84, and this notwithstanding the great increase in population in recent years.

12. On the second point (b) the information is very full. A large body of planters were examined in the two districts. In Jalpaiguri the number was 35, and of these 25, comprising some of the oldest and the most experienced managers in the district, are unanimously of opinion that the drinking and drunkenness have not increased. As regards the remaining ten gentlemen who hold a different opinion, I am to invite reference to paragraphs 14 to 25 of the Deputy Commissioner's report, in which he discusses their views, and shows conclusively in what respects these are erroneous or based on insufficient grounds. As regards Darjeeling, a synopsis of the planters' evidence is given in table K appended to the Deputy Commissioner's report, from which it will appear that of the 70 gentlemen examined 39 thought that drunkenness had not increased against 27 who held an opposite view, besides 4 more who expressed no opinion. It is also to be noted that the majority of the older planters are of opinion that drunkenness has not only not increased, but has in recent years actually decreased, and that among the strongest opponents of the present system are younger managers of a few years' standing. Seven tea planters of from 17 to 26 years' experience come under the former category;

* For the reason of the omission of names in this and other places, see paragraph 22 of Despatch No. 218, dated 1st October 1890, on page 1941 of this Supplement.

on the other hand, Mr.*.....with...years' experience is one of the prominent men of the temperance party. The Board would also quote the evidence of Mr., who is, and one of the most respectedinhabitants of Darjeeling, as giving an impartial account of the existing state of things. He says:—

More drink is consumed now than formerly. Where there were 10 men before there are now 100. This is the reason. Drinking has principally increased amongst the Bhutias and the Nipalese in the town, but not amongst the latter in the rural tracts of the districts. I attribute this not to the country liquor, but to the imported liquor shops. There is certainly more drunkenness, but for the same reasons, *viz.*, increase of population and increased prosperity. I have noticed it amongst Bhutias and the Nipalese servant class. I attribute this to the fact that they are overpaid and underworked. Drunkenness in the town is more apparent now owing to the licensees permitting drinking on the premises. The natives will have liquor, and any restriction on the Government supply of liquor will conduce to illicit distillation and smuggling. Every nation has its home liquor. The Nipalese, Lepchas, and Bhutias are hereditary drinkers. They drink at all festivals and domestic events, and have always done so. I have been in the Darjeeling District since.....and have had experience in tea and trade, and mixed freely with the people. I am certain of this, that liquor is not sold at more places now than it was 30 years ago. There were numbers of illicit stills in those days for which Government shops have now been substituted.

13. On the third point (c), *viz.*, the question of muster after hāt days; the Deputy Commissioner of Jalpaiguri says that absence of coolies after hāt days is to a certain extent established, but it is by no means proved that this absence is either owing to drink, or that it is so great as to affect the tea industry or cause loss to employers. In another place he observes:—

On this point opinions are divergent. Out of the 16 planters I have named in paragraph 27 two attribute absence after hāt days to drink, six attribute it partly to drink and partly to other causes, whilst seven do not complain of absence at all. I think there is very little doubt that drink has something to say to the absence of coolies from work, but to say that it is entirely attributable to that cause is a mistake. It is surprising how little is really known on the subject by some of the planters. In two cases (two names) told me

that their absentees on days after hât days amounted to 15 or 20 per cent.; but on looking up their *hasiri* books, it was found on calculation that the correct percentage of all absentees was not more than 2 to 3 per cent. I confess I was as surprised as these gentlemen were themselves at the result. This tends to show that statements are often made at haphazard which, had careful enquiries been instituted previous to making them, would not have been made. It was found in many cases, as pointed out by Mr. Walsh in his report, that it was difficult, if not impossible, to obtain accurate statistics from those gardens which had Sunday fixed as their hât days. Extra work done on Sunday by coolies being entered on the books on Monday, the percentage of absence was often less than on ordinary days.

Bengal —cont

The subject was also very carefully investigated in Darjeeling, and this is what the Deputy Commissioner says as the result of his enquiries :—

Mr. Earle and Mr. Knyvett have carefully gone into the question of *hasiri* books, the alleged increasing proportion of labourers unfit to work after the hât day. The *hasiri* books certainly do not prove an increasing proportion, while the evidence of most planters show that any decrease in muster is not due to drink alone.

None of the planters that I have examined allege that drink is the sole or even the principal cause, while, further, the anomalies disclosed in the *hasiri* books preclude any certain deduction. Thus at Peshok, out of 52 weeks, the day before the hât showed a greater muster than the day after the hât in 30 cases as against 22, when the muster was less. At Teesta Valley, on the three Saturdays in a month on which an advance is made, the muster was usually greater than on the following Monday, while the remaining Saturday's was often less than Monday's muster. I have already noted what Mr. says at, where, I believe, it was once alleged that the drinking on hât days seriously affected Monday's muster. Mr. has gone over the muster for five years, and finds that in 265 weeks, the Monday's muster of men, who, he states, alone drink to any extent, was less than Tuesday's on 161 occasions, equal on 8, and more on 96. He adds that the decrease was not remarkable. At, some two miles from, the muster in 1888 was greater on 22 Mondays, equal on 9, and less in 18 as compared with previous Saturdays; while at, some three miles further off, the Monday muster was less on 28 occasions, equal in 7, and greater on 17 than the Saturday's muster. Again, (in whose bazaar the grog shop actually stands) books show that the muster of 16 Mondays was greater than, that of 5 equal to, and that of 26 less than that of the Saturdays. They also prove that in no case was there any serious decrease. Mr., Manager of, states in answer to question 31 :—“ My *hasiri* book cannot be regarded as a test of attendance or absence. They appertain to virtually two separate gardens, viz., ... and The coolies in the former resort, as a rule, to the bazar on Sunday, and the latter to the bazar on Friday. Some of the coolies in both gardens go to both bazars; consequently the absence and attendance in the *hasiri* books petty nearly equalise themselves and prove nothing. What I complained of most irrespective of the *hasiri* book is the unfitness for work after market-days of those men who go to market, especially after receiving their pay or advances, and this cannot possibly be shown in the *hasiri* books.” An analysis of these gentlemen's *hasiri* books for those two gardens reveals the following result :—For the years 1884, 1885, and 1886, in the case of 21 Mondays (i.e., days after hât day), where a calculation has been possible, the attendance was in 7 cases greater than, and in 14 cases less than, the average attendance of the week, while in the case of 21 Saturdays (also days after hât day) the attendance was in 12 cases greater than, and in 9 cases less than, the average. Taking the three years 1887, 1888, and 1889, I found that in the case of 79 Mondays, where a calculation was possible, the attendance on Mondays (the days after the bazar days) was in 42 cases greater than, and in 35 cases less than, the attendance on the Saturdays. Totalling, where it was possible, the number of coolies present for the years 1887, 1888, and 1889, I found that they came to 23,536, 24,797, and 23,977 for Fridays, Saturdays, and Mondays, respectively. It will be seen, therefore, that this allegation has in no way been proved.

14. The result of these exhaustive enquiries, though not quite conclusive on the point, is at any rate sufficient to satisfy all unprejudiced minds that no *real* increase in drinking or drunkenness in either of the two districts has been proved, much less that Government has stimulated the natural demand of the drinking population. The oldest and best informed planters themselves deny the charges of encouraging intemperance that are so lightly, but so loudly, made against our excise arrangements; for, though they see a large amount of drinking going on around them, they cannot shut their eyes to the fact that with the opening out of the country by the establishment of new gardens, by the improvement of communications, and above all by the construction of the Darjeeling-Himalayan Railway, the acreage under tea and the labouring population have greatly increased; and as Mr. puts it, owing to these causes, where 10 men used to drink before, 100 men drink now. Add to this the fact that the coolies are either hillmen or low-caste immigrants from Behar and Chota Nagpur, all of whom are noted for their drinking propensities. As for the hillman, his habit of using spirituous and fermented liquor is invariable, and is indulged in all pretexts and occasions; the free use of intoxicants is in fact a necessary accompaniment of every important event in his life. In his own country—either Nepal, Sikkim, or Bhutan, from whose traditions he is not far removed—liquor is brewed in every homestead, and its use is unrestricted and universal. The drinking habits of the other class of coolies are also well known, and need not be dilated on.

15. Nevertheless, there is probably some *visible* increase in drinking and drunkenness. As far as the rural population is concerned, this is principally due to the increase in population and in the earnings of the drinking classes, and, as regards the urban population, to the above causes as well as to the effect of social, moral, and religious changes in relaxing the old restrictions against the use of alcohol. On this subject Mr. Earle observes in his report on the tract of country about Kurseong :—

With regard to drunkenness, it seems to me that an increase of this vice among the mass of coolies is not proved by the evidence. It appears, however, that there has been an increase among the better-paid classes of coolies, such as tea sirdars and chaprassis, as also among highly-paid railway servants. It is probable that the Mether caste, who now obtain considerable wages in the hills, are also inclined to err in this direction. The increased drunkenness among these classes is certainly due to increased prosperity, which enables them to buy more liquor, although it has increased in price. It certainly cannot be ascribed to increased facilities.

*Again, in his Terai report, he remarks :—

Even where wages have not increased, people are said to be healthier than they were formerly, and in consequence to earn more. It is also probable that drunkenness has been more observed in that illicit distillation

Bengal —*contd.* has been put down; and that while it formerly took place on the gardens, it is now seen at and near the liquor shops, or on the roads leading to or from them. There has also undoubtedly been a large positive increase of drunkenness due to a large immigration of Dhangers—a class of coolies already described as addicted to drink in their native country. It is this positive increase in drunkenness that the majority of the planters examined have, I think, mistaken for a comparative increase. The most strict enquiries have failed to elicit proofs of the cheapening of liquor.

It is also worthy of note that not a single witness of all those examined by him in the Terai alleges that any of the non-drinking classes have taken to drinking.

16. (3) *Facilities for drinking.*—For the apparent increase in drunkenness, wherever it exists, our excise policy can be held to blame only if it can be shown that Government has gone beyond its proper function of meeting without stimulating the natural demand of the drinking population, and of taxing the liquor supplied as high as possible without risk of encouraging smuggling or illicit distillation. This brings us to the third complaint of the planters—that our excise arrangements offer facilities for the growth of intemperance. The subject may be considered under the following heads:—

(a) Number of shops.

(b) Incidence of duty per gallon, and cheapening of liquor by insufficient taxing.

(c) Sites of outstills.

17. The first point, *viz.*, the question of the number of shops, has already been discussed in paragraph 8, and it has been shown that though in Jalpaiguri the number of outstills increased from 4 to 14 in the last ten years, there was a much greater relative increase in the number of gardens and the acreage under tea, and (therefore) in the drinking population of the tea tract. As regards Darjeeling, the Deputy Commissioner discusses the point in paragraphs 10 to 27 of his report, and the Board fully endorse his conclusion that except perhaps in 1879-80 and 1880-81, when too many shops were opened, and 1881-82, when too many were closed, the greatest care has been taken by the district officers not to encourage drinking by excess of shops or illicit distillation and smuggling by lack of shops, and to-day the number is actually less than it was in 1867-68, or again in 1879-80 and 1880-81. It may be added that in the latter period the outstills were largely increased in consequence of the representations of the local officers that a demand existed for them, and that they were required to put a stop to smuggling and illicit distillation which it was believed prevailed in parts of the district. In 1881, however, complaints of increased drinking and drunkenness were received, and the Board, with the approval of Government, at once cut down the number of outstills to 24 in 1881-82, observing in one of their letters to Government that they had "desired the Commissioner to take immediate measures to close those shops which are found on enquiry to afford a good cause of complaint, no financial consideration as to the amount of loss of excise revenue being permitted to stand in the way if the increase in drunkenness is shown to be due to the existing arrangements." And this, the Board would ask leave to say, has ever been their guiding principle in dealing with the liquor question, although there have been occasional unintentional departures from it owing to imperfect information.

18. Coming now to point (b), *viz.*, the cheapening of liquor by insufficient taxing, it is unfortunate that till lately no record was kept of the produce of outstills, and it cannot, therefore, be ascertained what was the duty per gallon London-proof paid in the form of license fees. Nevertheless, some notion of the increasing cost of liquor can be formed from the rise of the annual license fee of each shop.

In Jalpaiguri in 1879-80 the average annual license fee of a shop in the tea tracts was only Rs 360; in 1883-84 it had risen to Rs 1,320; and in 1888-89 it was Rs 3,480, or it had increased by over 960 per cent. in ten years, and this in spite of the restrictions on the still and vat capacities imposed since 1867-68. The consumption for the whole district in 1888-89 the Deputy Commissioner estimates at 1,120 gallons London-proof per month; and as the monthly license fee was Rs 5,224, this gives a duty rate of Rs 4-10 per gallon London-proof, which is considerably higher than the rate (Rs 2-8) fixed for the district. The retail prices, as was to be expected from the high incidence of duty, are comparatively high, ranging from Rs 1 to 4 annas a bottle (six bottles going to the gallon). In the tea tracts, however, practically two prices obtain, *viz.*, 1st class (25° to 30° under-proof) Rs 1, and the 2nd class (30° to 55° under-proof) 8 annas a bottle. Outstill liquor is thus by no means a cheap commodity in this district.

Turning now to Darjeeling, it will be seen that the drink revenue increased from Rs 12,518 in 1867-68 and Rs 34,582 in 1879-80 to Rs 88,140 in 1888-89, or, in other words, it is nearly eight times as large as it was 22 years ago, and has almost trebled in the last ten years. As this result has been obtained in spite of a reduction in the number of shops, the license fee of each shop has necessarily risen enormously, the figures being Rs 250 for 1867-68, Rs 785 for 1879-80, and Rs 2,448 for 1888-89; and one effect of this increase is to enhance the cost of liquor by raising the incidence of duty. The approximate outturn of spirits during the last two years for which figures are available was 21,126 gallons London-proof in 1887-88 and 18,711 gallons London-proof in 1888-89, giving a duty rate of Rs 4-1 and Rs 4-11 per gallon respectively, both of which are unquestionably high. The outstill liquor in this district is certainly dearer than it used to be, and is very much dearer than the liquor in the neighbouring Native States. The retail prices and strengths are very much the same as obtained in Jalpaiguri. In this connection it should also be remembered that Darjeeling has Nepal, Bhutan, and Sikkim on its frontiers, and that a number of foreign outstills pour liquor into the district at from half to a quarter the rates at which it is obtain-

able from the Government outstills. The price of our outstill liquor, therefore, has to be very carefully calculated, for if it be made prohibitive, or the supply be unduly restricted, the number of trans-frontier liquor shops will surely increase, with the effect of reducing our revenue without any corresponding diminution of drinking. Bengal —contd

19. The fact is that in these districts, specially in Darjeeling, the question of cheapening liquor does not rise at all. The greater portion of Darjeeling at one time formed part of Sikkim, where there has always been unrestricted brewing and distillation, and where it is said it is easier to get spirit than water in many hamlets. Here, as there were no fixed duty or license fees, the retail price of liquor was regulated mainly by the prime cost of production. The abolition of unlicensed distillation and the gradual raising of license fees have undoubtedly increased the price of liquor in Darjeeling, and the incidence of duty is now actually higher there than what obtains in the other parts of the province, except the metropolitan districts.

20. Adverting now to the third point, *viz.*, selection of sites, it is only necessary to refer to the very full information on the subject given in the district reports, considerable portions of which are taken up with this matter. The district officers admit that in a few cases the sites are objectionable, and that a few shops have become unnecessary; but as regards the rest, no reasonable objections can be urged against them. On the question of sites, the Board fully endorsed the following remarks of the Excise Commissioner:—

The reports will show how very carefully each site is being considered by the local officers. As I have indicated, however, I am not in favour of the removal of liquor shops from the neighbourhood of the people who use liquor, not only because of the likelihood of smuggling, but also, as I have endeavoured to show because the more troublesome it is to obtain liquor the more a man will drink on the occasions when he gets it. I do not think a drinking Dhanger coolie will in a month spend more money on drink at a liquor shop within half a mile of his work than at one five miles away, but he will visit it much oftener, and drink a smaller quantity each time than on his less frequent visits to a more distant shop. While thinking it right, however, that there should be a legitimate supply of liquor, easily accessible in those localities in which there is a demand, I consider it most objectionable that a liquor shop should be on the roadside, or in such a situation as to place temptation in people's way. If a coolie wants liquor he must have a licensed shop within reach, or else there will be illicit manufacture and smuggling; but the shop should not be so placed as to suggest drinking to any body.

21. (4) *Objectionable location of shops.*—Proceeding now to the fourth allegation, *viz.*, that liquor shops are opened near gardens, sometimes in spite of protests, I am to say that it is manifestly difficult to meet a charge of this description when no specific instances are cited. In Darjeeling there was a case in 1883, the particulars of which are given in Mr. Risley's No. E-⁰₁-2, dated 3rd October 1888, to the Commissioner of the Rajshahye Division. This outstill (Duteria) was opened to check smuggling and illicit distillation, both of which were suspected to be prevalent in the neighbourhood, and the number of cases of illicit distillation that have been detected (ten between 1882 and 1889) among the coolies of the adjacent garden seems to justify its establishment in spite of the remonstrances of the manager. It also appears that the Superintendents of the Government Cinchona Plantation have been opposed to an outstill (Mungpu) established on that estate. On the other hand there are instances in which the opening of outstills was applied for by managers themselves. In paragraph 1 of Mr. Earle's Terai report, it is said that the outstill was opened at the request of the planter concerned. Similarly, the manager of another garden asked for the reopening of the outstill (paragraph 50 of Mr. Paul's report). In this connection I am to refer to the extract quoted in paragraph 17 of the Darjeeling report, which undoubtedly gives the impression that in 1878 the Board has issued instructions forbidding attention to the protests of private persons in the matter of opening liquor shops; and that the then Deputy Commissioner took the same view is clear from what he wrote to the Superintendent of the Cinchona Plantation in 1879, as quoted in paragraph 43 of the same report. The Board have again referred to their No. 55-B., dated 30th March 1878, and they find that beyond remarking "that the number of outstills proposed is insufficient and may be increased to 30," there is absolutely nothing said on the subject of ascertaining the views of planters. The whole of the extract beginning with "in future be good enough, &c.," evidently embodied directions issued by the Commissioner on his own authority, and was not based on anything received from the Board.

In Julpaiguri the Deputy Commissioner shows (paragraphs 8 to 10) how from time to time outstills were established with the consent of managers and to meet the growing natural demand for liquor which the extension of the tea industry gave rise to.

22. (5) *Adulteration of liquor.*—Coming now to the fifth point, *viz.*, the question of adulteration, a large number of samples of the liquor sold were obtained from both districts and sent to the Chemical Examiner to Government for analysis. The reports received from Dr. Warden show that no adulteration or admixture of any "noxious" or "poisonous" substances, such as dhatara, opium, Indian hemp, or nux vomica was traceable in the liquors. The same result was obtained by the Excise Commission in 1884. Mr. Walsh of Julpaiguri aptly remarks that it is entirely against the interest of the abkar to sell liquor so adulterated as to cause speedy and violent intoxication, and thereby shorten his sales to the same individual. On the other hand, Mr. Paul points out that whatever adulteration there may be is suspected to take place after distillation, so that neither central distillery liquor nor rum would be safe from similar malpractices. But it appears the liquor is not quite so wholesome as it should be owing to the presence of fusel oil, which is not entirely eliminated by reason of defects inherent in the mode of distillation.

Bengal —contd.

23. In judging of the adequacy of the excise arrangements in these two districts, there are three important considerations which should not be overlooked, *viz.*—

- (a) Proximity of Native States, such as Nipal, Sikkim, and Bhutan, from which cheap liquor is easily smuggled without much chance of detection;
- (b) Difficulty of communication, especially during the freshets; and
- (c) Facilities existing in the gardens themselves for illicit distillation.

24. As regards the first point, there are no excise restrictions in any of the States referred to, and any one is free to make liquor. The Puhari, or native of Nipal, is not only a hard drinker, but is an adept in the art of distillation. The planters themselves do not deny that there is extensive smuggling of the cheap liquor of these border States; and not a few of them recognise that our outstills are not alone, or even principally, responsible for the visible drunkenness that is to be met with in places. Some managers also admit, what is really a fact, that the establishment of an outstill decreases facilities for drinking, as it partially checks the smuggling of Nipal liquor. The evidence of several of these gentlemen is quite decisive, as the following extract from Mr. Knyvett's report (enclosure of the Darjeeling report) will show:—

Mr......—

The facilities (for obtaining liquor) in this neighbourhood are exceptional by reason of proximity of the Nipal frontier. A good deal of liquor is undoubtedly smuggled in especially on market days.

Mr......—

I am told that Nipalese liquor is procurable at two places close to One of these places is hât: the other at.....

If the Government supply was stopped at, my men would procure liquor from Nipal.

Mr......—

The fact is the Nipalese and Bhutias smuggle in liquor from Nipal in very large quantities. This liquor sells at 2 annas a bottle, and is what goes to make people drunk. *My coolies get their drink from and do not frequent the outstill.* If Government shops were closed the people would resort to illicit distillation and smuggling.

The Nipal boundary would be lined with liquor shops.

It is the cheap Nipalese liquor which is at the root of all the drunkenness in the frontier gardens and villages from.....

Mr......—

A considerable amount of Nipalese liquor is smuggled down within reach of the garden coolies in this valley.

If the Government supplies were cut off from the people, there would be increased smuggling owing to the Nipal frontier being so close.

Mr......—

My coolies get some liquor at* some at, and some, I believe, drink smuggled Nipalese liquor, besides bringing what they can get in Nipal.

I have repeatedly written to the Governor of Nipal asking him to stop the sale of liquor at
.....

I am positive that a good deal of smuggled liquor is still sold round about the bazars.

The Nipalese boundary is 2½ miles from me, and on the other side of it there is any amount of liquor obtainable at 2 annas a bottle and *on credit*.

The records of our criminal courts also show a large number of prosecutions under section 61A of the Bengal Excise Act for importing foreign liquor. In Darjeeling there were 62 such cases in 1886-87, 65 in 1887-88, and 34 in 1888-89, while the average for the last eight years is 32.

In Jalpaiguri the number of such cases was 2 in 1886-87, 13 in 1887-88, and 11 in 1888-89.

25. On the second point, *viz.*, the difficulty of communication, it is only necessary to refer to the peculiar physical characteristics of the districts which have been described in the early part of the report.

26. Adverting to the third point, *viz.*, the existence of illicit distillation in Darjeeling, 36 cases of illicit manufacture were detected in 1886-87, 43 cases in 1887-88, and 20 in 1888-89, the average for the last eight years being over 23.

The number of *detected cases* only being so large, what the actual state of things is may well be inferred from the facilities afforded by the jungly and mountainous character of the country, the nature and habits of the people, and the inducement to deal in contraband liquor afforded by the marked difference in price between the taxed and untaxed liquor. The prevalence of this offence even in their own gardens is admitted by several planters; and the chances of detection must necessarily be very small without the co-operation of the managers, which is not always readily given.

27. It has already been stated that the outstill system is in force in Darjeeling and Jalpaiguri, and the Board think that the reports submitted by the local officers show that any other system is not feasible in either district. Having regard to the nature of the country, the characteristics of the population, the difficulties of communication, the proximity of Native States from which cheap liquor can be smuggled across the border with ease, the facilities for illicit distillation, and the obstacles to successful supervision, it is almost certain that any attempt to introduce the central distillery system would only be attended with loss of revenue without in any way checking intemperance. That the present system has materially reduced the unchecked importation of cheap foreign liquor is readily admitted by the planters themselves, while the oldest and the most experienced of their number even go to the extent of declaring that if drunkenness has not positively decreased it has certainly not been encouraged by the excise arrangements in force. The fact that after a prolonged trial 49 planters in Darjeeling are in favour of the present system and only 11 against it, while in

* N.B.—There is no outstill at this place.

Jalpaiguri 25 consider the system suitable and only 9 are opposed to it, is, the Board think; a strong argument in favour of continuing existing arrangements. ~~Bengal = 25~~

28. As to Mr. Earle's remark that the present system does not tax liquor sufficiently, I am to invite reference to the figures given in paragraph 18, from which it will be seen that in Darjeeling liquor is neither taxed lightly nor is it too cheap, especially in comparison with the price of spirit in the contiguous States. The majority of the witnesses are agreed on this point, and even Mr., who is generally unfavourable to our excise policy, thinks that the tax on liquor is sufficiently high. Any attempt, therefore, to force up prices still further by raising the minimum price would appear undesirable. At the same time increasing competition and a rigorous enforcement of the restrictions on still and vat capacities may be relied upon to keep up the cost of manufacture and prevent over-production. The introduction of the rules for limiting still and vat capacities, which had been put off in Darjeeling in deference to the urgent remonstrances of the local officers, has been effected from the commencement of the present year.

29. The Deputy Commissioner of Darjeeling considers certain shops superfluous and the sites of a few others objectionable; and the Deputy Commissioner of Jalpaiguri takes exception to the present situation of two outstills in his district. They will be told to submit any suggestions on the subject they may have to make, with their proposals for next year's excise settlements, when they will be fully considered. The Board are entirely in favour of not having a single unnecessary shop. There is, however, a wide difference between affording undue facilities for obtaining liquor and a too great restriction of them. What has to be avoided is a tendency to go too far either in one direction or the other. The matter is one of great importance, and the Government may rely on its receiving the Board's most careful attention at the proper time.

30. There is one point on which the Board may at once say that they entirely agree with the Deputy Commissioner of Darjeeling in thinking that outstills should not keep open after sunset. The hour of closing will accordingly be changed from the commencement of next year.

31. Another point calling for notice is the limit that has recently been fixed by the Board for the possession of marua among the Bhutias and Lepchas. The process of making this beverage is described in a note by Rajah Tendook appended to the Darjeeling report. It is said that when freshly fermented the beverage is not only harmless, but wholesome and strengthening; but that in proportion as the process of fermentation is prolonged, the greater is the alcoholic strength and consequent unwholesomeness. There is no tax in Darjeeling on home-brewed marua for private consumption, but the limit of possession, which was fixed at 12 seers in 1881-82, was reduced to 4 seers in 1888. The local officers seem to think that this restriction has greatly reduced home-brewing and driven the hill people to outstill liquor. The question of the limit of possession is by no means free from difficulty, as a too liberal concession is likely to lead to home-brewing for illicit sale, the detection of which would probably be less easy than the Deputy Commissioner is disposed to think. Nevertheless, in the face of the strong opinions now expressed by the local authorities, the Board would not insist on the present limit being adhered to. This seems, with reference to facts brought out in the reports of the local officers, to be unduly small, and it will accordingly be raised.

32. As regards imported liquor shops, Darjeeling town is no exception to the general experience that imported liquor is largely consumed in urban areas by the comparatively well-to-do classes. The evidence of Mr. and other residents of Darjeeling also shows that the concession of sale by the glass to be drunk on the premises is probably abused on market days. I am to say that the whole question of imported liquor licenses in Darjeeling will receive the careful consideration of the Board when the proposals for next year's settlement come up.

33. The necessity of further strengthening the excise establishment has been forcibly urged in the district reports. The Board agree with Mr. Paul and Major Boileau that spirit shops should be more frequently and more effectively supervised than at present, and that steps should be taken to check as far as possible drunkenness on market days, and to prevent excessive sales to individuals. For this work the present establishments are quite inadequate, and the question of increasing them is now under the Board's consideration.

34. In conclusion, I am to express the Board's regret at the avoidable delay that has taken place in the submission of this report; but the last of the district reports was received by the Excise Commissioner late in December, and the papers did not finally reach the Board till after Christmas.

35. I am further to ask that the names of those gentlemen who have given evidence before the local authorities may be regarded as confidential.

No. ^{150-E.}₁₋₁, dated 1st July 1889.

From—F. A. SLACK, Esq., Officiating Collector of Chittagong.

To—The Commissioner of the Chittagong Division.

With reference to your letter No. ^{110-G.C.}_{IX-4} of the 7th ultimo, forwarding for report a copy of certain correspondence on the subject of the liquor traffic and alleged prevalence of drunken-

Bengal —contd. ness in the tea districts of Bengal, and enquiring whether any change in system is advisable, I have the honour to reply as follows.

In this district there are some 3,600 acres under tea, and after receipt of the letter above referred to, I addressed the manager of each garden or concern, asking him to be good enough to let me know—

- (a) If his coolies frequent any grog shop, and, if so, which?
- (b) Do such grog shops act injuriously on the coolies? If so, how and to what extent?
- (c) In what way is the present outstall system more injurious than the old system in force before 1883—the facts on which such opinion is based to be given as fully as possible?

I have received replies from the managers of 2,858 acres of tea, and I therefore assume, ample time for replies having been given, that the managers of the remaining portion do not find that the present excise system affects their interests injuriously.

3. The present total excise revenue from grog shops in this district is Rs. 10,377 a year, which is per head of population about half a farthing, or per adult male one half-penny per man at the present rate of exchange.

4. The following is a list showing the grog shops in this district situated near tea gardens :—

NAME OF GROG SHOP.	Yearly revenue paid to Government.	Name of tea garden.	Distance of same from grog shop.
	R		
(1) Kaji's hât	180	{ Edilpur	6 miles.
		{ Neptune	8 "
(2) Bibi's hât	360	{ Fenoa	5 "
		{ Baromasia	6 "
(3) Nazir's hât	252	{ Baromasia	7 "
		{ Oodalia	5 "
(4) Roazah's hât	264	{ Kodala	6 " a big river between.
(5) Rani's hât	144	{ Thanda Cheri	Close by.
		{ Banigram	3 miles.
(6) Sadhanpur	480	{ Chandpur	4 "
		{ Belgaon	3 "
(7) Lambon's hât	540	{ Jaitpura	8 " a big river between.
(8) Rahamatgungo in the town of Chittagong. }	1,200	{ Pioneer	1 mile.
		{ Ropley	2 miles.

As regards the last two grog shops, the managers of the tea garden near them have not sent me any reply to my letters, so I presume that the shops do not in any way affect the tea interest, and can therefore be left out of consideration. The total yearly Government revenue from the other six shops comes to Rs. 1,680, or £112 per annum at the present exchange value.

5. The following table shows from these shops the incidence in Indian and English money of the yearly grog shop revenue per head of total population and per head of estimated drinking population of the villages supplied by each of these outstalls :—

OUTSTALLS.	Estimated number of drinking population.	INCIDENCE OF GOVERNMENT YEARLY OUTSTALL REVENUE PER HEAD OF			
		Total population.		Drinking portion of population.	
		Annas.	Pence.	R s. p.	£.
(a) Kaji's hât	120	1 1/2	1 1/2	1 8 0	2
(b) Bibi's hât	196	1 1/2	1 1/2	1 13 4	2-5 1/2
(c) Nazir's hât	160	nearly 1	1	1 9 3	2-1 1/2
(d) Roazah's hât	160	nearly 1	1	1 10 5	2-2 1/2
(e) Rani's hât	80	1-7 p.	1 1/2	1 12 9	2-4 1/2
(f) Sadhanpur	240	nearly 8 p.	1 1/2	2 0 0	2-8

The average monthly pay of a tea coolie may be taken as Rs. 6 or 8s., i.e., yearly Rs. 72, or £4-16s.

The retail value of the amount of liquor sold may be taken as three times the Government revenue assessed on the shops. These figures show that spirit drinking is confined to a very small portion of the population, i.e., to men who would, if these grog shops did not exist, (a) either make their own liquor, as was the case with the coolies of the Banigram tea garden till the Sadhanpur still was established, or (b) get their spirit from the hill people in the Chittagong Hill Tracts, as the coolies in the Agonia and Datmara gardens are believed to do now.

6. I will now proceed to deal with the replies received by me from the various managers of the tea gardens. All of them agree that the outstalls do not in any perceptible way affect

local coolies who are not at all addicted to spirits (Mr. thinks that about 2 per cent. of Bengal — the inhabitants take liquor), but they complain of their bad effects on imported coolies. The latter class is composed of men belonging to tribes and castes with whom drunkenness is a delight and drink a necessity, and who will get the required supply of liquor licitly or illicitly.

All the planters believe that the present outstill system enables the coolies to obtain drink much more easily than before, and hence leads them into drunken habits. As an instance of this, Mr., who employs some 600 coolies, says that formerly, thinking he could better control drunkenness amongst his men, he had a grog shop established on his estate. The result was his coolies got utterly demoralised, and the shop was done away with. Now that the men have to go 8 miles for their liquor (..... is 4 miles from the garden), there is very little drunkenness amongst them. Mr. would not have any grog shop established within less than 8 miles from the head-quarters of a tea estate, being of opinion that none but the confirmed drunkards—men who would under any circumstances get their liquor—would travel such a distance. Mr. and Mr., the latter especially, complain of the bad effects on the coolies of the presence of outstills near gardens. The former gentleman merely states that he knows of several cases where coolies have died or suffered from bronchitis or pneumonia brought on from falling asleep in a ditch when drunk.

The latter (whose coolies were found to be making their own liquor before the shop was opened) says that before the shop existed, he experienced no trouble from drunkenness amongst his coolies; but since it was established he has had to dismiss his native doctor for drunkenness, many of his coolies having died from pneumonia due to exposure in the open when drunk, and his personal servants have often been drunk.

The question, therefore, would appear to be, what is the distance from a garden to which only inveterate drinkers will go for their liquors? This I think, after looking at the tabular statements given above, will appear to have been satisfactorily answered so far as the district is concerned. Mr. would apparently like to see the whole system of licensing drink done away with, though he admits there would be a loss to the revenue. He complains that under the present system the coolie drinks openly, feeling the vendor is protected by the Government, and that he has nothing to fear; while before the existence of the outstill, when the coolie got his liquor from the hill people, he drank quietly, knowing that he might be interfered with.

7. In conclusion, then, it appears to me that in this district the outstill system has, so far as tea gardens are concerned, no injurious effect on local coolies, and with regard to imported labour, it enables Government to check illicit distillation without (Banigram possibly being an exception) affording too great temptation to the people.

Looking, then, at the ease with which illicit liquor can be procured from the hill people or made by the coolies themselves, the smallness of the number of the drinking population, and the meagre profits which the business affords those who deal in it here, I do not think it would either benefit the coolie or Government to introduce any change in the existing system.

No. 321-G. C., dated 7th July 1889.

Memo. by—D. R. LYALL, Esq., Commissioner of the Chittagong Division.

Copy forwarded to the Secretary to the Board of Revenue, with reference to Board's No. 83-B., dated 25th April 1889.

The question is simply whether the coolie is to drink a spirit which has contributed a fair percentage of its price towards the revenue, or whether he is to be compelled by the absence of any shop within a reasonable distance to make his own arrangements for his supply either by manufacturing himself or by arranging with illicit manufacturers in the neighbourhood.

The tea coolie is a man who will drink, and this fact no planter attempts to deny. In fact many of them import rum for their coolies, and in the old days when Government took a much smaller percentage of the profits as license fees, some of the planters took the license. This is admitted by Mr. Fitzgerald in the enclosure numbered 2 to Lord Cross's Despatch. The profits are now small, so it no longer pays the planter to take a license.

The five first shops enumerated by the Collector are close to the Hill Tracts; and if the shops were closed, the coolies would get their liquor from across the border, where there is no restriction. There would be no decrease in drunkenness, but the revenue would suffer, and none of the gentlemen who are so anxious to have all shops closed and permit free distillation (which is the necessary sequence) suggest what form of taxation they would propose in place of the excise revenue.

The facts brought forward by the Collector show clearly that drunkenness is not encouraged by shops being too near each other or gardens, and that there are no more shops than are necessary in order to prevent illicit distillation.

This district is not adapted to any other systems, and I strongly deprecate any change.

No. 240-F., dated 21st August, 1889.

From—F. A. SLACK, Esq., Officiating Collector of Chittagong.

To—The Commissioner of Excise, Bengal.

In continuation of my letter No. 203, dated the 2nd August 1889, and with reference to the Government letter No. 506-T.F. of the month of June last, I have the honour to report as follows.

2. Appended hereto is a statement (No. 1) showing for the grog shops which affect or may affect tea garden labour—

(a) the name of each shop;

(b) the revenue of each for the year ending next to the year.

Bengal—*contd.*

- (c) the average yearly revenue paid by each shop;
- (d) the selling price of the liquor supplied by each shop;
- (e) the alcoholic strength of the liquor supplied;
- (f) the distance of each shop from the Hill Tract borders;
- (g) the price of Hill Tract liquor;
- (h) the number of villages supplied by each shop;
- (i) the estimated number of the customers of each shop;
- (j) census figures for 1872 and 1882;
- (k) the average number of imported coolies supplied by the shop, as per the Magistrate's labour register;
- (l) the actual outturn of liquor of each shop in 1888-89;
- (m) the value of the quantity in column (l);
- (n) } certain incidences;
- (o) }
- (p) the tea gardens near each grog shop, and the distance of each garden from the shop in question.

3. One of the oldest and most influential of the tea planters, and one who is very hostile to the present excise system, calculates that not more than 2 per cent. of the population here are persons in the habit of taking spirits. I find that the estimated drinking frequenters of these grog shops is 2.5 per cent. of the population of the villages supplied by the shops. Taking the figures for the past year, the amount of liquor consumed annually is 2.3 gallons per head of the estimated number of drinkers, the cost being Rs. 6-4-4, or 3.3 pies per diem. The average wages of a coolie here is 5 annas a day at the least (at present in Satkanya thana, from whence many coolies go in the cold season to distant places for labour, coolies cannot be got under 8 annas a day), and thus a spirit drinker's liquor bill is between 5 and 6 per cent. of his earnings. If the number of estimated drinkers be objected to as too small, then the incidence per head of the liquor bill will be still less.

4. In my letter No. 150-E. of the 9th of July last, I gave a summary of the replies I had received from the various tea planters who had answered my enquiries concerning the effects grog shops have on their coolies. It does not appear to me necessary to recapitulate here the remarks made in the letter just quoted. The enquiries which have lately been made, with a view to see whether grog shops have been detrimental to the planter's interests by lessening the number of coolies at work in the gardens on the day after hât day, have resulted in proving that the number of absentees on the day after hât is either less than on other days, or a fraction greater, or the same. Where it is greater, no allegation has been made that the increase was due to drink. The *haziri* books do not contain any entries to the effect that the absentee was drunk, and so could not come. Thus in.....tea garden the per cent. absent throughout the year from all causes for ten years was 14.0, and on the day following hât day 14.2. At.....the per cent. absent the day after hât day was only .67, and the manager (the gentleman reported in paragraph 3 above) of the....., under whose charge this garden is, considered that drink had no effect on the coolies' attendance.

The manager of the.....tea garden, who is most hostile to the existing excise system, and very denunciatory of the effects on his coolies of the.....grog shop, has now no complaint to make if the shop is not brought back to its old site. His works, however, are unable to show that the shop in any way affects his garden labour-power, but he admits that among his coolies are eight or ten men who will drink. Another gentleman who had charge of more imported coolies than any other tea-planters in this district, and who, I understand, signed a memorial to Government praying that amongst other things selling of liquor by a native to a native might be prohibited, admits that he has suffered no inconvenience from drunkenness; that he happens to have a very sober lot of coolies, though the majority of them are of castes particularly fond of grog; and that if the present grog shops near his garden (distance 2½ and 4½ miles respectively) were not there, the coolies would by some means obtain a smuggled liquor, and even make it on the quiet; and that, even as it is, persons have been twice prosecuted for selling smuggled liquor to these coolies.

It will be therefore seen that, so far as this district is concerned, the charges laid against grog shops and their effects, especially so far as the tea industry has been concerned, have not been proved, nor can any proof be offered in support of the allegations made.

5. Concerning adulterations, I have had no complaint made, and therefore no analysis of spirits has been necessary.

6. Herewith is a tracing of the district map on the 4 miles to the inch scale showing the site of each outcross affecting tea gardens in this district (for easy reference, the sites are marked with a red cross each, and the gardens in green).

7. Herewith also are given rough sketch maps showing the site of each grog shop referred to in statement No. 1 with reference to the village bazar and public roads. Looking at the revenue raised here from spirits, and the incidence per head of the value of the liquor sold, I do not think that it can be said that the present system fosters or increases the vice of drunkenness in Chittagong.

No. 242-B, dated 8th July, 1889.

From—LIEUTENANT-COLONEL E. G. LILLINGSTON, Deputy Commissioner of Lohardugga,
To—The Commissioner of the Chota Nagpur Division.

With reference to your memorandum No. 168-E.S., dated the 7th May 1889, forwarding copy of Government order No. E-^{1-D}₄-2, dated the 21st March 1889, concerning liquor traffic and drunkenness in the tea districts of Bengal, I have the honour to report as follow.

2. In order that the statistics collected might be accurate and trustworthy beyond question, I wrote to all the managers of the gardens letters, accompanied with blank forms of statement prescribed by me, condensing all the points referred to in the Government correspondence, re-

questing them to fill up the forms and return the same to me. The information supplied by Bengal —*contd.* them is herewith submitted in a tabular statement (No. I), together with another statement (No. II), showing the licence fees of the outstills close to the gardens, their liquid and working capacities, the capacities of vats allowed for each of the stills, the average quantities of materials and liquors turned out in a month, and the price of liquor per bottle.

3. There are 25 small tea gardens in this district, all of which are situated within a radius of about 20 miles all round the head-quarters at Ranchi. The number of coolies daily employed in each garden varies from 15 to 800 according to the demand of labour in each: cultivation of tea is not extensive in this district.

4. From the information furnished by the managers, it will be observed that, with the exception of three only, none have anything to complain against our excise administration in this district; that drunkenness is very rare among the tea garden labourers; and that the prices of country spirits are not too low. The complaints of drunkenness owing to the proximity of a few stills to the gardens and the low price of spirits in those shops now received from the managers of four gardens, *viz.* * * * *, will be duly attended to, and the outstills * * * * which are close to their gardens, will be removed to greater distances, or, if necessary, abolished altogether at the next opportunity. The manager of.....garden thinks the price of liquor too low, but he does not complain of drunkenness among his coolies. The attention of the excise officers will be drawn to these points.

5. No protest against increase of drunkenness or opening of any outstill close to any tea garden seems to have ever been made by the managers, as will appear from column 3 of the statement No. I. Only one manager, Mr., has stated that objections had been made by him as to the site of the outstill at, but no such paper is forthcoming in my office. However, as the matter has now come to my notice, I will take steps to remedy the evils complained of. Much greater attention has of late been paid to the proper working of the excise. All possible means have been taken and are being taken to repress the evils of drunkenness altogether.

6. The number of outstills in this district has been reduced from 294 to 260 this year. The capacities of stills and vats have been fixed for each outstill, and enforced all over the district by every possible means. From the statement No. II it will be seen that the total liquid and working capacities of those outstills from which the garden coolies get their supply of spirits are 725 gallons of water and 422½ seers of materials respectively, and the capacity of the vats is for summer 10,115 gallons, for winter 15,176 gallons. The average quantity of materials worked off in a month is 1,902 maunds, and the spirit turned out is 3423.6 gallons London-proof. The total license fees realised from these shops is Rs. 3,065—that is, about annas 14-3 for every gallon of London-proof spirit. Under the Excise Commissioner's method of calculation, the license fee for a gallon of London-proof spirit would be 12 annas, or half the amount of the old distillery rate Rs. 1-8. This shows that taxation on country spirit is gradually progressing upwards, and under the present circumstances is quite sufficient. No change in the present outstill system is therefore needed.

7. As a further restriction to consumption, the minimum price of a bottle of spirit has this year been fixed for each outstill. Last year the rate was generally ½ anna per bottle. This year different prices for different parts of the district, according to the circumstances and means of the people, have been fixed as minimum prices of liquors, *viz.*, 1 anna, ½ anna, and ¼ anna. In the tract in which one anna has been fixed as the lowest price, 20 of the tea gardens fall, and the remaining 5 gardens fall in the tract in which the price is ½ anna. The managers have generally pronounced the prices to be fair. From the opinions expressed, by the managers of...(four names) tea gardens, it will appear that a further increase in the price would only cause loss of revenue to Government, and the people would largely take to pachwai and get drunk on it.

8. The limitation of the capacities of stills and vats, the sufficient amount of taxation on country spirit, and the raising of the selling prices of spirits have all contributed in checking the immoderate consumption of country spirit and drunkenness resulting from it, and a very satisfactory result has ensued.

9. The home-brewed rice beer called pachwai is much drunk by the aborigines here. The right of brewing pachwai to the extent of 4 seers undiluted and 8 seers diluted for home consumption is assigned to the aborigines. But they generally overstep these limits without being easily detected. They are hard drinkers, and drink they must have anyhow. If, therefore, greater restraint is put in their way of obtaining country spirit, they will resort to pachwai and get drunk on it, and the evil which we try to put down will arise from another source. The concession granted to the aborigines for brewing pachwai for home consumption cannot be altogether withdrawn from them at present, as they are accustomed to its use from time immemorial. A full report on this subject has been submitted to you with my No. 507-E., dated ^{21st}/_{25th} January 1889. Every endeavour is now made to detect cases of unlawful brewing and keeping of pachwai by non-aboriginal tribes, and also by the aborigines in excess of the quantity they are authorised to use; and several cases have been detected and offenders punished.

10. Tari is not much in demand here, and no drunkenness from tari liquor has ever been found. A map showing the positions of the gardens and the outstills in their neighbourhood is herewith annexed. The enclosures received with your letter are returned as directed.

No. 173-E., dated 27th September 1889.

From—MAJOR H. BOILBAU, Deputy Commissioner of Jalpaiguri,
To—The Commissioner of Excise, Bengal.

I have the honour to submit the following report on the points referred to in Government Resolution No. 506-T.F., dated 25th June 1889, copy of which was forwarded direct under Government No. 508-T.F. of the same date.

engal —*contd.*

2. As the report may be of considerable length, I divide it into the following parts :—

- I.—Brief history of the administration of the outstill system in this district for the past ten years, with special reference to the tea tracts.
- II.—Steps taken to carry out the orders of Government under the said Resolution.
- III.—Results of the enquiries made with extracts from the reports of certain officers and the evidence obtained from planters, coolie sirdars, and others.
- IV.—Tabular statements, &c., annexed to the report.

PART I.—BRIEF HISTORY OF EXCISE ADMINISTRATION.

3. Ten years ago, *i.e.*, in 1879-80, there were 25 country liquor shops in the district of Jalpaiguri. Of these, five at the sudder station were supplied from the sudder distillery and 20 were outstill shops. In that year there were only four outstill shops in the tea tracts out of the 20 established in the district. The annexed statements A and B will show how the number of outstill shops in the tea tracts increased from 4 to 14 in 1888-89 and to 16 in the current year 1889-90. Statement A shows the monthly license fees levied, that is to say, the taxation put on the liquor. Statement B shows the area under tea cultivation year by year, and the increase thereof.

4. It will be seen at a glance how there were in 1879-80 only 37 tea gardens with an acreage of 5,168 acres and a coolie population of 10,336, reckoned as 2 coolies per acre; whereas in the year 1889-90 there are no fewer than 164 gardens with an acreage of 27,735 acres, and about 55,470 coolie population. In other words, whereas in 1879-80 there was one outstill to 2,584 coolies, there is now one outstill to 3,467 coolies. This would point to the conclusion that the outstills have not increased in proportion to the number of tea gardens or the population thereof. The conditions of this district are somewhat peculiar and different from those of other and more settled districts. Ten years ago the whole of the northern portion of the Dooars was one mass of jungle, inhabited here and there by a few scattered villages or hamlets inhabited by Meches, Garos, and Totos, and the area in question had its northern boundary continuous with that of Bhutan.

5. As tea gardens were opened year by year, hâts or markets sprang up here and there to meet the natural demand for supply of food and grains, and it was found that illicit practices prevailed to a great extent. Cheap liquor was smuggled from across the border, and the Meches also occupied themselves in brewing and selling to the coolie population cheap country liquor and pachwai or rice beer. It was to check these illicit practices and to supply the natural demand for liquor that stills were established here and there.

Sites of shops.

6. The sites selected for these outstills were generally near to or on the markets; this was rendered necessary by the absence of roads and by the presence of thick jungle that covered all unopened parts of this tract of country. That sites were, however, chosen with care and not without regard to the wishes of managers of tea gardens is amply shown by a reference to the correspondence on the subject.

7. On the 14th April 1884, Mr. wrote that he and Mr. agreed with the Deputy Commissioner about the necessity for opening a shop at He wrote :—

Coolies will be bound to put up private and illicit stills unless Government supplies a licensed one.

Again, on 18th January 1885, the former gentleman wrote :—

I have no objection to the outstill being established in market.

In February 1883, Mr. wrote :—

I have no objection to a shop for the sale of spirits being started *on my garden*; also that if they (the vendors) build their shops in my hât, I will give them a site rent free for the first year.

8. On the other hand, the establishment of the outstill, which was necessitated by the detection of illicit practices and smuggling in the neighbourhood, was opposed by the then manager, and the matter was referred to the higher authorities. In this instance Lord H. Ulrick Browne, Commissioner, wrote as follows :—

Tell the gentlemen who object to the location of the outstill that we regret after full enquiry it is considered necessary, in the interest of the excise revenue, to establish an outstill there.

I may here note that I visited this outstill in July last. Mr., the present manager of the same tea garden, who has seen the still working for years, did not object to it (*vide* his evidence).

9. Again, quite recently in 1888-89, Mr., who is opening out a large grant of land, himself applied to the Commissioner, Mr. Lewis, for the establishment of an outstill in the vicinity of his garden. His request was granted. It is significant to notice here that this planter was one of those gentlemen who signed the memorial got-up at Darjeeling protesting against what is called the liquor traffic.

10. I have given the above instances to show how from time to time outstills were established with the consent of managers, and to meet the natural demand for liquor which, had it not been met, would have led to an increase in smuggling and illicit distillation. The sites of stills have always been carefully selected, but it has happened, as in the case of outstill, that tea gardens have sprung up all around, thus shutting in the outstill and leaving no available space for removal of site, which may, perhaps, have become objectionable on some grounds, such as that of being too central and too easy of access.

11. It is my duty to bring to notice, however, the fact that Mr. Dalton, the former Deputy Commissioner in 1885, after the Excise Commissioner's report, represented to the Board, when submitting his proposals for the year regarding establishment of the outstills, that complaints had been received about them from some planters, and giving it as his opinion that

many should be abolished. The Board in reply, through the Commissioner, remarked as fol- Bengal— *contd.*
lows :—

As remarked by you (the Commissioner of Rajshahye), the experience of Darjeeling has shown that unless authorised shops are established in sufficient numbers, the coolies employed in the tea gardens will have recourse to illicit distillation; but the Board desire that special attention may be paid to the settlement of sites for outstills. The shops, while centrally situated and easy of access, should not be placed in hâts and bazars frequented by tea garden coolies, whereby temptations to drink are held out to every passer-by. (Copies of said letters, Appendices M and N, are attached.)

12. Thus it will be seen that the revenue authorities had no wish or intention to encourage drinking for the sake of increased revenue. Unfortunately the taking up of almost the entire country for the cultivation of tea, leaving little or no khas land, prevented the selection of sites, which should be in every respect unobjectionable. A glance at the map, which accompanies this report, will clearly demonstrate this fact.

Prices of liquor.

13. The prices of liquor have always been the same in this district for many years. Outstill liquor is divided into four classes, *viz.* :—

	R	a.	p.	
1st	.	.	.	1 0 0 a bottle.
2nd	.	.	.	0 12 0 ditto.
3rd	.	.	.	0 8 0 ditto.
4th	.	.	.	0 4 0 ditto.

In the tea tracts, however, the 12-anna liquor is not sold to any extent, and very little 4-anna liquor is consumed; the sale of this cheaper kind has been discouraged, so that practically it may be said only two prices obtain, *viz.* :—

	R	a.	p.
1st class	.	.	1 0 0
2nd "	.	.	0 8 0

The average alcoholic strength of No. 1 is generally found to be 25° to 30° under-proof; though it varies much at times, it is as high as 15° under-proof, and at other times, though rarely, it is 50° to 60° under-proof. The average alcoholic strength of No. 2, or the 8-anna a bottle liquor, is about 50° to 55° under-proof, though it is found to be less at times. The alcoholic strength is made to vary at the caprice of the vendor, though he is in a measure controlled by his customers. This is a point to which reference will again be made. No. 1, or R1 a bottle liquor, is not sold to any large extent; the liquor that is consumed most largely is the 8-anna kind. Outstill liquor is by no means a cheap commodity in this district. Last year the average monthly consumption in the whole district was found to be 1,120 gallons London-proof, and the monthly license fee was R5,224. The rate of duty per gallon London-proof in license fees is therefore $\frac{R5,224}{1,120} = R4-10$ a gallon London-proof, which is very high. These figures are for the entire district.

Materials used.

14. Gur and mahua mixed, and sometimes gur alone, are the only materials in use here. It has been found that when gur is used alone, one maund yields 3 gallons London-proof liquor, mahua one maund yields 2 gallons London-proof, gur and mahua mixed one maund yields 2½ gallons London-proof.

Still and vat capacities.

15. In the Government Resolution No. 506-T.F., paragraph 5, attention is drawn to this point. Restrictions regarding still capacity have been imposed in this district since 1887-88, and those regarding vat capacity since 1888-89 (*vide* statement C appended). In 1887-88 the largest reduction was made, a large number of old *degs* used at outstills being replaced by Patna copper stills of 5, 10, 15, 20 and 30 gallons. In that year, although the number of shops increased by three, the still capacity was reduced by 154 gallons.

As regards vat capacity, that sanctioned for 1888-89 was 4,776 gallons, irrespective of the season of the year. It was ordered that the restrictions should be introduced gradually, and the actual vat capacity was 4,870 in summer and 5,889 in winter.

In 1889-90 the vat capacity sanctioned is 3,640 gallons in summer and 4,750 in winter, but this did not include the new outstills of Lankapara, Jainti, and Haldibarighar, for which some extra vat capacity had to be allowed (*vide* statement C).

16. It will thus be seen that efforts have been made to improve the excise administration on the lines laid down by the Excise Commission so far as it was possible to do.

PART II.—STEPS TAKEN TO CARRY OUT THE ORDERS OF GOVERNMENT ISSUED UNDER RESOLUTION No. 506-T.F. OF 25TH JUNE 1889.

1. On the receipt of the orders referred to, I, with the advice of the Commissioner, proceeded to consult with the Deputy Commissioner of Darjeeling as to the best method to be adopted in holding the enquiry. In consultation we drew up a set of questions for tea planters, coffee sirdars, and independent persons. These questions were framed on the basis of the Resolution referred to and on the pamphlets published by the Darjeeling Temperance Society, which disclosed more in detail the arrangements and specific charges brought against the system of outstill excise administration.

Bengal—contd.

2. A copy of these questions, which were divided into five general heads as noted in the margin,* is annexed (Appendices G, H, K).

- *1. Drinking.
- 2. Drunkenness.
- 3. Injuriousness of liquor.
- 4. Muras or pachwai.
- 5. General questions.

†1. Western portion, including the outstills of Damdim, which also supplies Raicherra, Manabari, Washubari, Phulbari.

2. Central portion including Karanti, Bataigole, Chalan, Matelli.

3. Nagrakata portion, including Nowthowa, Kalabari, Suikabusti, and Thaljhora outstills.

4. Eastern portion, Haldibarighar, Salbari, Laukabara.

situated in the portion allotted to them, and to take the evidence of the most experienced planters of the neighbouring tea gardens, also the evidence of the coolie sirdars and such outsiders as could be found.

4. Mr. Walsh and I started on our respective tours on the 17th July, returning to headquarters; Mr. Walsh on the 27th July and I on the 31st July. Mr. McGavin, who could not be spared from head-quarters earlier, went on tour on the 5th August, returning on the 14th August. Mr. Sunder also made his tour in August.

5. Reports have been received from each officer. Mr. Walsh's report has been delayed, as on his return he suffered from continuous malarious fever, the result of exposure at a bad season of the year. I have also myself been subject to a severe attack, and Mr. McGavin and Mr. Sunder have also both suffered. I only mention this to account for apparent delay in the final submission of this report.

6. I visited four outstills and made the enquiries required to supply the information called for in paragraph 5 of Resolution. I also examined the gentlemen named in the margin,* all

*[14 names.]

29 Coolie sirdars.

3* Independent witnesses at Damdim.

6. Ditto at Jaipauri.

* It was difficult to obtain the evidence of well-to-do and well-educated men, there being few such in the district.

it might be expected an unbiassed opinion would be obtained. I furnish copies of the answers given by the tea planters aforesaid for reference. In this report I shall quote largely from the evidence thus obtained.

* [8 names.]

† [7 names.]

‡ [6 names.]

planers of standing and experience. I also examined 29 coolie sirdars, who were called by the managers of certain gardens. I also examined, or caused to be examined, nine persons who are independent of tea gardens, and from whom

7. Mr. Walsh in his tour examined 8* tea planters, 28 coolie sirdars, and 16 outsiders.

8. Mr. McGavin examined 7† planters, 11 coolie sirdars, and 4 outsiders.

9. Mr. Sunder examined 6‡ planters, 27 coolie sirdars, and some outsiders.

PART III.—RESULTS OF ENQUIRIES MADE.

10. Thus to sum up, the evidence of 35 gentlemen, all tea planters of experience, has been taken. One hundred coolie sirdars were examined, and 32 outsiders or independent persons who are not personally interested in the points raised. I append to this report the evidence of the tea planters and that of outsiders examined. The evidence of the coolie sirdars, 100 in number, is too bulky to be sent. I also append a copy of Mr. Walsh's report (Appendix L), as he conducted the enquiry with great care, and has given a full and interesting report. With regard to Mr. McGavin and Mr. Sunder's reports, I think it will be only necessary to quote from them now and again. The reports consist principally of an analysis of the evidence recorded by them.

11. It will be seen by a reference to the list of questions to planters that the chief points on which information was sought were—

1. Increase of drinking.
2. Increase of drunkenness.
3. Increased facilities for obtaining liquor.
4. Objectionable sites.
5. Adulteration of, and injuriousness of, liquor.
6. Absence from work on days after hāt days, thereby leading to loss to employers of labour.
7. Smuggling or illicit distillation.
8. Opinions as to deterioration of coolies, increase of gambling or crime, and as to suitability of outstill system generally.

12. In order to facilitate the examination of the large mass of evidence collected in a perhaps rather chaotic form, I have prepared a synopsis of the answers made by the planters, coolie sirdars, and other persons (Appendices G¹, H¹, K¹) to the questions put on the various points. This will, I hope, make matters clearer.

13. The tables drawn up, marked G¹, H¹, K¹, are attached. A reference to tabular form G¹ shows that of the 35 gentlemen examined, 7 have stated that drinking has increased; 10 that drunkenness has increased; 8 that there are increased facilities; 17 have recorded that certain sites are objectionable; 10 state that liquor obtained is injurious; 8 say there is illicit smuggling; whilst, finally, taking the general opinion as to the suitability of the system, 25 are in favour of it, whereas not more than 9 are opposed to it.

14. Mr. is a planter of years' standing; he is a total abstainer. The whole tenor of his evidence, after careful perusal, tends to show that he has not carefully considered many of the questions. For instance, he says there is both increased drinking and drunkenness amongst his 500 or 600 coolies, and he ascribes the increase to increased facilities for obtaining liquor. Yet in answer to question 14 (where the increased facilities are divided into five heads), he replies that the objectionable site of the outstill is the only cause of the increase. He cannot say there is any undue increase of shops; that liquor is too cheap, or indeed what the price is. On another point—the injuriousness of the liquor—he is of opinion that it is injurious because coolies become wild and unmanageable; he could produce no samples of liquor to which tests could be supplied. Again, he was equally positive as to the physical, moral, and material deterioration of his coolies, though the reasons given, to my mind, are weak and insufficient. Mr. stated that 25 per cent. of the coolies were absent after hât days, but he did not substantiate this by producing his books, and he assigned the absence to only drink, although it is well known and testified to by many planters of experience that the causes which lead to absence are numerous; feasting, dancing and merry-making are carried on to a late hour of the night on the evenings of hât days in all coolie lines, and in many instances coolies have on the hât day to travel long distances to and fro to market.

In answer to question 39, this gentleman says:—“I don't know much about the outstill system,” &c. (see his evidence). I examined him personally, and the impression left on my mind was that, though very decided in his opinions, he had not studied the question in all its bearings, and had little upon which to base those opinions.

15. Mr. is a planter of experience, and his opinion is entitled to weight. Though he considers that drinking and drunkenness have increased, he does not ascribe it to increased facilities; he ascribes the increase in drinking to a large consumption of outstill liquor in lieu of marua or pachwai, the actual quantity of all kinds now consumed being less than formerly. The increase of drunkenness he ascribes to the liquor now being more potent and also to increased prosperity. He does not complain of objectionable sites, nor does he consider the liquor injurious in any way. He does not ascribe absence after hât days to drink, but to other causes. Finally, he is in favour of the present system. This gentleman takes a great interest in the welfare of his coolies. He employs over 2,000 coolies, and is perhaps more thoroughly acquainted with their idiosyncracies than most planters. His opinion is entitled to carry some weight.

16. Mr., a planter of years' standing, considers that drinking has not increased, though drunkenness has, and he ascribes this to proximity of outstills [three names] (in Bhutan); also to increased prosperity, and an increase in the number of shops, though it may be noted here that these shops, [two names] were opened with the full consent and approval of earlier managers.

He does not consider the liquor injurious. He ascribes absence from work after hât days partly to drink, and partly to other causes. Finally, he is of opinion that outstills should be abolished, and even private distillation (by which he apparently refers to marua and pachwai) forbidden. Here he appears to overlook the fact that at certain seasons and ceremonies and festivals the use of liquor by the large majority of his coolies is enjoined by their social and religious customs. He thinks Government by making liquor more accessible has tended to stimulate drinking.

17. Mr. has recorded his answers in his own handwriting, and his replies to nearly all the questions are so brief that it is difficult to analyse the grounds upon which they are based. He says drinking has increased among all classes, also drunkenness. He ascribes increased drinking to increased facilities and prosperity, but drunkenness to the former only. He says shops are more numerous, but does not specify any that have come into existence within his knowledge. He says sites are objectionable, but only mentions that of which, though near a large market, is removed from the vicinity of any tea garden. To the question—“Are increased facilities due to any restrictions placed on marua and pachwai?” The reply is—“Yes, frequently.” As a matter of fact, there have been no new restrictions placed on possession of these articles; *practically there are no restrictions*. By this I mean that the supervision exercised by excise officers over tea garden coolies in their own lines is practically nil. Then, again, he holds that the liquor is “injurious,” and is adulterated with bhang, tobacco, majita, &c. He does not offer to obtain any samples of such adulteration which is not spoken of by any other person. He ascribes absence after hât days to drink entirely, but gives no reasons, nor does he produce his *kaziri* books. Mr. McGavin, Deputy Magistrate, who, in holding his enquiry, examined this gentleman amongst others, remarks—

There is no actual evidence of marked absence after hât days, and no direct evidence that drink keeps absentees away. It is presumed that this is the cause of absence, but there may be many other reasons. It is just as probable that pachwai has more to do with it.

Finally, Mr. recommends the abolition of outstills; but if this be not practicable, he recommends that the quality of the grog be improved; he remarks that an increasing percentage of well-to-do natives are taking to drinking whiskey and brandy when obtainable. As the cheap imported liquors sold in bazars bear a bad reputation, this can hardly be looked upon as an improvement. Mr. cites some of the evils caused by the existence of grog shops; some of these are true enough, but they can be lessened by careful supervision and improved education.

18. Mr. is another gentleman who has recorded his own answers and opinions, and his replies are also so brief as to render it difficult to analyse them. It will be necessary to peruse his evidence. I am not inclined to attach much weight to opinions based, as many of the answers show, on very insufficient knowledge of the subject.

19. Mr. is a planter of experience and standing, and employs a large number of coolies. He takes much interest in the welfare of those he employs; his evidence is given with thought and care, and is entitled to consideration.

Bengal—contd.

He considers that a few of the better educated and well-to-do non-drinking class have taken to drink. This he puts down to education or knowledge of a kind that frees them from the restraints of caste without giving them any moral principles in their place. He considers drinking and drunkenness have both increased, though he appears to hold that the two must go together (*vide* his answer to question 11). He ascribes the increase to increased facilities—these being the proximity of grog shops, both in British and Bhutan territory, where much cheaper liquor is obtainable. He suspects the liquor (outstill) to be injurious on account of its after-effects. What these may be is not stated; he has also heard that ganja is sometimes mixed with the liquor. Pachwai, or rice beer, is more wholesome in his opinion.

He attributes the smaller muster after hât days in a great measure to drink. He admits that there is smuggling of liquor from Bhutan, and that possibly the outstills get the credit (or rather discredit) of supplying such liquor. In conclusion, he says:—

I don't think the system suitable to the district, and the present administration of the system, which is chiefly exerted to the extension of it, especially in the proximity of the gardens, is entirely wrong.

With reference to this, I would invite a glance at the map, which will show that in that part of the country where Mr.'s gardens are situated, there are only two outstills, serving 25 gardens and about 7,000 coolies, *viz.*, the bustee, one which is not in the proximity of any garden, and the one which is placed on the tea estate and was established to meet the wants of a large coolie population and to check smuggling from Bhutan.

20. I now pass to Mr.'s evidence. He is acting manager of, which comprises the gardens of the tea estate, the population of which is about 3,000 coolies. I may as well observe here that Mr., the manager, last year complained of the presence of an outstill on his garden. I suggested to him as an experimental measure that he should purchase the license at the annual auction sales, and thus become vendor to his coolies; he could then control and regulate the supply as he pleased. He acted on my suggestion, and on my visiting his garden in February last, he informed me that he found the arrangement most satisfactory, and had no reason to regret it. I am thus surprised to find Mr. speaking throughout his evidence as if he was ignorant that the outstill was under his own control. He is possibly speaking of outstills in general; he thinks drinking and drunkenness have increased, and the increase to be due to the facilities for obtaining liquor; he thinks there are too many shops; that the sites are objectionable (does not specify those that are), and that liquor is too cheap; he does not, however, know the prevailing prices. He does not know that outstill liquor is adulterated; thinks it may be, and considers it injurious, but gives no reason for his belief. His gardens border on Bhutan, but he knows nothing of smuggling, having only heard of one case. In connection with this, I would observe that although the outstill is situated in the midst of a large population without another outstill near it, yet the license fee obtained is small, being only R720 for the year; the cause of this is the presence of numerous outstills over the border. Mr. finds the muster of coolies smaller after hât days, and ascribes this absence principally to drink. However, he does not recommend the abolition of the outstill system, but suggests that outstills should be removed from the proximity of gardens, and be situated in a Government bazar, or some place where proper supervision could be exercised. He overlooks the fact that no such places exist; that nearly all land having been taken up for tea cultivation, no Government land is available.

21. Mr. is an ardent opposer of the excise system. He considers drinking and drunkenness have greatly increased, except in his garden, where the measures taken (what measures are not specified) have checked drinking. The increase is due to greater number of shops, objectionable sites, and to restrictions placed on possession of marua and pachwai. He does not appear to have taken into account the great increase in the drinking population. To question 17—"Have these increased facilities, if any, increased out of proportion to the increase of population?"—he simply replies "Yes." He has reason to suspect that the outstill liquor is adulterated with opium and datura to make it more potent; but he can produce no samples, saying it would be difficult to produce a sample without the knowledge of the vendor. He forgets that any coolie could purchase and bring bottles without causing any suspicion. His own coolies have morally, materially, and physically improved since they gave up drinking: how or in what manner is not shown. Finally, in general terms he condemns the system and he refers to the increased disturbances on gardens this year, saying that drink had undoubtedly a good share in increasing the number of these. To this assertion I must take exception. The judicial enquiries held regarding these disturbances showed them to be due to disputes as to the rate of work and wages. There was plenty of drink to be had in former years, but disturbances were not common in those years. He suggests that Government should not press the excise as it does for the sake of revenue, and should make a point of keeping liquor shops away from easy access of tea gardens. To question 39 (b)—"Do you think that the excise policy pursued by Government has tended to stimulate drinking among the population? Can you explain the grounds on which you base your opinion?"—he replies "Certainly it has," and points to the number of drunken people that are to be seen at the [two names] markets on market days. These markets are the two largest in the They are attended by coolies in thousands, and no doubt many drunken people are to be seen; but this evil can be checked if proper measures are taken. With regard to Mr.'s evidence, I would remark that it must be carefully read and studied before its proper weight can be gauged.

22. I think I have now referred to the evidence of all those gentlemen who are opposed to the outstill system, and I propose to briefly compare their evidence with that of those planters who take a different view, and are in favour of the existing state of things.

23. But before doing so, I should like to remark on the peculiar fact that the planters living in what is called the portion of the district are, as it were, unanimously of opinion that the system is bad. These planters are [four names]. The track is between.....

and..... To the north of this tract and along its entire length lies Bengal —*conta*
Bhutan. There are only two Government outstill shops in this large tract—one at
bustee, a large market situated at some distance from tea gardens, and one at.....
....., on the borders of Bhutan.

24. Now the drinking population of this area amounts to about 7,000. Let us now see if the Government shops above named drive a roaring trade, as they should do like the proprietors of [two names] outstills. What do we find? The..... outstill vendor pays Rs300 a month and the vendor Rs60 a month (total Rs360)—a very small sum compared with that given by other shops in other parts of the district where smuggling is not rife and the stills meet the actual demand. The reason of this is not far to seek. The vendors themselves complain, and it is a well-known fact to the district and excise officers, that an immense amount of smuggling of cheap liquor from Bhutan takes place in this area. There were 11 cases detected in 1887-88, and the same number detected in 1888-89. All the planters even in these parts admit this (*vide* their evidence). That this is so is further shown by the revenue paid by the still, Rs60 a month, situated, as it is, amongst gardens whose coolies amount to 3,000, with no Government outstill near, but the outstills over the border at and other places. Thus, what the managers of these gardens have to complain of in reality is not the harm done and the evils caused by the Government outstills, but the harm caused by a large amount of smuggling of cheap liquor.

25. Mr. Sunder, the Sub-divisional Officer, who has been in the sub-division five years, as also the Excise Deputy Collector, who has had about four years' experience of the district, brought the fact of this smuggling to notice, and it was proposed to establish another Government outstill in these tracts with a view to check these illicit practices, but was found difficult to find a suitable site; and as Mr.....'s *locum tenens*, Mr....., objected to another outstill, I as district officer did not establish one. This occurred some time ago, so far back as July 1888, long before the present agitation against the excise administration was raised. I think it right to mention this to show that our policy was not, and never has been in this district, to force outstills upon unwilling managers of tea gardens. When circumstances, such as the presence of a large drinking population and considerable smuggling and illicit practices, have seemed to call for the establishment of an outstill, one has been established to my mind with advantage to the people and to the interests of Government.

26. Having now examined the evidence of the principal of those planters who are opposed to and find fault with the outstill system, I will turn to the evidence of the other planters, about 25 in number.

27. It is quite impossible to go through this mass of evidence in detail. It must be read carefully by those who wish to form an accurate idea of the various questions now under consideration. I would merely draw attention to the fact that all these gentlemen are, with few exceptions, men of light and leading amongst the planting community—men who have had long and varied experience, some of whom have been in other countries and districts, such as Assam and Darjeeling, and some who have spent all their time in the Dooars. I would mention the following gentlemen whose opinions based upon experience are of much weight and value:—

(Sixteen names.)

28. These gentlemen are unanimous on the following points:—

1st.—Drinking and drunkenness have not increased.

2nd.—The facilities for obtaining drink have not increased.

3rd.—*Sites*.—Seven of them mention sites which they consider objectionable, and which should be altered. I may say that I agree with them as to the sites of [four names]. These should be altered if possible. This matter will be considered later on.

4th.—*Injuriousness*.—All, except Mr., say that the liquor supplied at outstills is not injurious. He says it may be so.

5th.—*Supplying rum to coolies for overwork, &c.*—Here we take the whole mass of planters examined, both those for and against the system, and it is a remarkable fact that 31 out of 35 planters examined admit that they distribute rum to coolies after a hard day's work or a long journey. Even many of those who are strongly opposed to their coolies getting any liquor supply them with rum, saying that it is good for them, makes them work better and more cheerfully, gives them heart during epidemics of cholera and sickness, such as fever. It is curious that the enquiries made by the Excise Commission in 1884 showed that there was a widespread belief that rum and spirits made by European processes of manufacture did not generally agree with the people of this country. Be this as it may, it is odd to find planters, who virtually oppose the consumption by their coolies of outstill liquor, yet freely giving as a substitute on occasions strong and raw spirit like rum.

6th.—*Absence after hot days*—

29. On this point opinions are divergent. Out of the 16 planters I have named in paragraph 27, two attribute absence after hot days to drink, six attribute it partly to drink and partly to other causes, whilst seven do not complain of absence at all. I think there is very little doubt that drink has something to say to the absence of coolies from work, but to say that it is entirely attributable to that cause is a mistake. It is surprising how little is really known on the subject by some of the planters. In two cases (two names)

Bengal—*contd.* told me that their absentees on days after *hât* days amounted to 15 or 20 per cent.; but on looking up their *hasari* books, it was found on calculation that the correct percentage of all absentees was not more than 2 to 3 per cent. I confess I was as surprised as these gentlemen were themselves at the result. This tends to show that statements are often made at haphazard which, had careful enquiries been instituted previous to making them, would not have been made. It was found in many cases, as pointed out by Mr. Walsh in his report, that it was difficult, if not impossible, to obtain accurate statistics from those gardens which had Sunday fixed as their *hât* days. Extra work done on Sunday by coolies being entered on the books on Monday, the percentage of absence was often less than on ordinary days.

30. *Smuggling*.—Of the 16 planters in paragraph 27, only two, [two names] think that smuggling and illicit distillation are carried on. The former had quite recently detected a case of illicit distillation in his own lines, and he had reason to believe that in some instances other cases had passed undetected. The latter considered it had decreased. A third gentleman says there was smuggling, &c., formerly, but there is none now; the rest do not know of any illicit practices.

31. As I have already remarked, all the 16 planters were more or less in favour of the continuation of the outstill system. Some frankly admitted that it was a necessary evil—that coolies must satisfy their natural propensity to drink; and it was better they should get liquor as they do now than have to resort to illicit practices to obtain it: suggestions made for improving the existing state of things will be referred to later on in this report.

32. A very large number of coolie sirdars were examined, one hundred in number, and it will be impossible to do more than remark generally on the nature of the evidence given by them. They are not a very intelligent or educated class of men, as will be seen from the rough synopsis of their statements; many could give no answers to certain of the questions put to them, whilst others misunderstood them and gave unsatisfactory replies.

33. We may gather from their statements the following facts:—

- (1) There is practically no non-drinking class in tea tracts. This is corroborated by what the planters themselves say, and may be assumed as a fact; the fears, therefore, expressed that drinking has been forced on the non-drinking classes may be dismissed as without foundation.
- (2) There is a certain percentage of absence (5 to 10 per cent.) after *hât* days, and this absence is in a great measure due to the effects of drink; but whether this drink is outstill liquor or *pachwai* is not clear. No doubt both outstill liquor and *pachwai*, which is used in large quantities, contribute to their absence in some degree.
- (3) Opinions are divided as to whether the coolies drink more in this district than they do in their own country. Here liquor is far dearer, but then better wages are earned; I should say they drink pretty much the same. The vast majority drink in proportion to their means, the better means here being checked by the high price.

The sirdars think that the average sum spent on outstill liquor is about Re. 1, or 8 annas per month per adult.

- (4) Although opinion is divided as to whether the liquor sold is of good or of bad quality, few, if any, complain of the admixture of any noxious drug, or speak of the after-effects of drinking. When it is condemned as not good, it is usually meant that the liquor is not strong enough. There are grounds for this, as the vendors sell liquor of every varied strength—the more water the more profit.
- (5) Gambling and crime are said not to have increased.
- (6) *Pachwai* is regarded as a wholesome beverage by the majority, but no reliable evidence could be obtained about the theory that *marua* gains spirituous strength by keeping. *Marua* is but little made here. *Pachwai*, or rice beer, is the natural ale of these coolie people, and they are allowed to brew four seers of it per man for home consumption. It is said by all, both planters and coolies, that prolonged keeping makes the liquor go bad. I believe this to be the case.

The general opinion is that were outstill liquor difficult to obtain, the coolies would drink of necessity larger quantities of *pachwai*.

34. I now turn to the evidence of those who might be considered independent—who are neither on one side nor the other in this question. I fear the evidence collected under this head is not valuable. In the tea tracts there are few independent persons of education and intelligence to whose opinion much weight could be attached. This is much to be regretted, but we must take what we can get. Those examined in the tea tracts were chiefly money-lenders, jotedars, shop-keepers, and traders of sorts. The general opinion amongst these is that drinking has not increased, nor has drunkenness; that the liquor is in no way injurious to health, though the opinion of the majority is that those who indulge to excess suffer deterioration, moral and physical. There are very few who deny that any abolition of the outstill system would be very inconvenient, to use a mild word, to the community at large.

35. It is a fact that the testimony of the majority of those natives who reside in Jalpaiguri is to the effect that drinking has increased, though drunkenness has not. I have no doubt drinking has increased in one day—that thousands pass through Jalpaiguri to-day when hundreds passed through in years gone by—more people drink because there are more to do so.

I append a synopsis of the evidence taken as well as the evidence of those examined.

36. I have now put all the evidence on record before you, and I must revert to the particular points contained in the Government Resolution, No. 506-I.F., upon which enquiry was ordered.

37. The actual outturn of liquor during the past year was 18,560 gallons of all kinds in Outturn of liquor. Average alco- tea tracts per year. Enquiries made by myself and Mr. Walsh holle strength. tended to show that this estimate was approximately correct. Assuming these figures for the present year, and adding 1,200 gallons for the new outstills of Haldibarighar and Lankapara on the basis of the last three months, we have 19,760 gallons representing the outturn of liquor for the tea tracts (*vide* Statement D). The number of coolies in the Doars is about 41,602, taking one and half coolies per acre of cultivation. This is correct for summer season, but during the winter more coolies are employed. Therefore, reckoning two coolies per acre during that season, the total employed would be 55,470. For the purposes of general calculation, it would, I think, be safe to assume the average to be 48,536 (*vide* Statement E.).

The 19,760 gallons of all kinds reduced to London-proof are equal to 11,112 gallons per year (*vide* Statement E). A large number of the coolies consists of women who, though they drink to some extent, are not confirmed and regular drinkers. Deducting 15,000 for women, we are left with 33,586 adult males, which probably represent the drinking population in the Doars.

Dividing the number of London-proof gallons reduced to bottles, the result is that each coolie may be said to drink .33 gallons, or two bottles of London-proof liquor per annum (*vide* Statement E.), which is equal to four bottles of 8-anna liquor about 50 under-proof per annum. Taking into account the maximum quantity of liquor which could be produced with the vat capacity allowed for the tea garden shops, each man would drink about a gallon, or six bottles per annum (Statement F).

38. It will be seen that the coolie sirdars put down the sum of 8 annas as the average sum spent by each coolie per month on liquor, which would give 12 bottles of 8-anna liquor per man per annum. But it must be remembered that every coolie does not drink regularly; some—and these are not few—content themselves with drinking pachwai at festivals, and indulge rarely in outstill liquor, whereas there are some who drink far more than the average allowance.

Another factor in the calculation must not be forgotten, and this is the practice on the part of vendors to mix water with the spirit distilled. This practice is a very common one I fear. If we assume—and I think we shall not be far wrong in such assumption—that the vendors add one-fourth water to a bottle of liquor to dilute it. This would raise the number of gallons of liquor (diluted) to $19,760 \times 4,940 = 24,700$, giving a little less than five bottles per head per annum. It must not, however, be forgotten that the liquor that is smuggled in from Bhutan tends to keep down the rate per head. Were smuggling entirely suppressed, doubtless the figures would be somewhat higher, say, seven bottles per head per annum.

39. Of course these figures are merely approximate, and with the insufficient data greater accuracy cannot be expected.

40. The average alcoholic strength is also shown on tabular Statement D, as well as the average price in proportion to such strength. There can be no doubt that the outstill liquor is very highly taxed, and any increase of taxation would, in the opinion of those best competent to judge, lead to illicit distillation and smuggling. It is to be noticed that the Thaljhora still, which is situated on the borders of Bhutan, is compelled to sell at the cheapest rate allowed here, *viz.*, 4 annas, in order to compete with the Bhutan liquor, which can be bought at 2 annas a bottle.

41. I think it will be allowed that the Government has not gone beyond its proper function in stimulating the natural demand for liquor. It has only endeavoured to meet the said demand.

42. With reference to this point it is not necessary to say much. I think the evidence Specific charges (paragraph 6 of recorded proves beyond doubt that the tea industry has not Resolution). been injuriously affected by the system now in force, neither has the system had an evil effect on the habits of the population, *i.e.*, the coolies employed in the tea gardens. The carefully recorded opinions of the oldest and most experienced tea planters in the district supports this view. I have already commented on these in this report, and will not repeat what I have said as to the assertion that the liquor supplied from outstills is a "poisonous or venomous" compound. I beg to say that not one person has attempted to prove this, nor have any facts been adduced that would tend to support the statement. Some assertions of a general nature have been made. Although no one came forward to prove that liquor is adulterated, all officers conducting the enquiries made every effort to ascertain for themselves whether such was the case, but without success. Many samples of the liquor sold were obtained through private sources, and these samples have been sent to the Chemical Examiner for analysis. His report will throw some light on this point. I am very confident from my own observations, and from those of Mr. Walsh, Mr. McGavin, and Mr. Sunder, that the assertions as to the poisonous nature of the liquor will prove to be quite unfounded. Mr. Walsh aptly remarks that it is entirely against the interest of the abkar to sell liquor so adulterated as to cause speedy and violent intoxication (see evidence of some few planters that say they judge the liquor to be adulterated because coolies often drinking it become speedily intoxicated and violent, and even idiotic in their behaviour). What the abkar wishes is that

Bengal —contd. the consumer should drink freely, and thereby increase his own profits. If by drinking half or one bottle the consumer should become incapacitated from drinking more, the vendor suffers in his pocket, for that man, had the liquor been weak and unadulterated, would probably have consumed double the quantity. It is not improbable that some ingredients are put in which will add fire to an otherwise weak spirit. This I know is done by publicans in England and Ireland with a view to making a customer believe that he is obtaining a good strong spirit, and, if done at home, the practice is probably known and followed here. Beyond this, I do not think it is in the interest of the seller to do.

43. On these points, noticed in paragraph 7 of Government Resolution, I have already remarked in this report when analysing the evidence recorded. Here it will suffice to summarise the conclusions at which I have arrived as to—

Paragraph 7 of Resolution—

- | | |
|----------------------------|-------------------------------------|
| 1. Increased drunkenness. | |
| 2. Absence after hāt days. | |
| 3. Increased prosperity | } Tending to increased drunkenness. |
| 4. Cheapening of liquor | |
| 5. Increased facilities | |

(1) *Increased drunkenness.*—I consider that there is no more drunkenness than there used to be ten years ago: the increase insisted upon by some (but denied by many) is chiefly and almost entirely owing to the increase in population; where there used to be hundreds, there are now thousands; hence drunkenness is brought more before the eyes of observers.

(2) Absence of coolies after hāt days is to a certain extent established, but it is by no means proved that this absence is either owing to drink, or that it is so great as to affect the labour industry or cause loss to employes.

(3) Increased prosperity is undeniably a factor in the problem before us. Earning good and far higher wages than he does in his own country, the coolie naturally indulges in those petty luxuries which make existence more bearable, and one of these is an indulgence of his natural propensity for some drink. With some more pachwai is consumed; with others outstill liquor finds more favour; hence increased consumption.

(4) I think it cannot be said by the most ardent opponent of the outstill system that there is any undue cheapening of liquor. The ruling prices are R1 and annas 8 a bottle, which are high compared with the prices ruling in other districts.

(5) *Increased facilities.*—This is a point on which much may be said. If by increased facilities it is meant that there are more outstills now than formerly, also that outstills are so placed as to tempt people to drink, I think it must be allowed that facilities have to some extent increased. I have no hesitation in saying that the number of outstills has not been increased out of proportion to the wants of the population; they have been increased in order to meet and check smuggling and illicit practices, as I have shown in paragraphs 24 and 25, Part II of this report. Where few outstills are not sufficient to meet the actual demand, there smuggling is carried on largely. But as regards sites, I am of opinion that some few have been unwisely selected, such as that at Kolabari and that at Damdim, which sites, though good before tea gardens were opened out all around it, is perhaps now too centrally situated near a large market and too easy of access; but later on, on the question of improving the existing state of things, I shall make reference to this.

44. In paragraph 8 of the Government Resolution, it is said that any suggestions for improvement on points requiring remedy should be freely given. I presume this to mean that we are to point out any defects in the existing state of things, and to put forward proposals for remedying them.

45. Accordingly, I beg to submit that the chief defects in the existing system appear to be the following:—

- (1) Objectionable sites of the outstills at Damdim and Kolabari.
- (2) Want of proper and efficient supervision of outstills required in order to more effectually control malpractices, such as supplying liquor to persons who have already had enough, thus encouraging drunkenness.

As regards the first, it would be wise to remove the Kolabari outstill to some distance from the tea garden at Kolabari, say to a couple of miles or so north of its present position. The coolie lines have of late years been pushed nearer to the Kolabari outstill, the former sites of the lines having been abandoned after the ravages of cholera in the Kolabari garden. The site of the outstills which was established in 1881-82 was previous to this not so objectionable. It is on the boundary of the Diana Forest Reserve. As to the Damdim outstill, it would be difficult to remove it without practically doing away with it altogether, which for many reasons is undesirable. I would suggest that the outstill be left where it is until it is seen whether improved supervision and control does not remedy the chief evils complained of.

46. On the second defect—want of supervision—I beg to draw attention to the fact that

- 1 Sub-Inspector, R30 to R50.
 1 Darogah (Sudder), R30.
 1 Darogah (muffassil), R30.
 2 peons to each officer, at R6 each.

the excise establishment sanctioned for the entire district consists of one Sub-Inspector, two darogahs, and six peons—two under each officer. The pay, &c., are given as per margin.

This establishment is quite inadequate to really check and supervise the outstills scattered over a large area of country. The visits of these inspecting officers are of necessity few and far

between. What I would advocate is the presence of a superior officer of the Excise Department at all large markets or *bâts* in the vicinity of which outstills are situated. His duty would be to test the quality of the liquor sold, and thereby see that consumers got a fairly good article in return for their money, and more important still, to prevent the vendors from supplying liquor to those who have already had enough. This is a most important point, the neglect of which hitherto has doubtless led to this outcry against the system. In order to strengthen the hands of the excise officer, I would suggest that a clause be inserted in the licenses granted to vendors inflicting a penalty upon them for breach of it, to the effect that liquor shall not be supplied to drunken persons, or such as appear to have already had enough. Unless some such provision is made, the excise officer could not in this important point exercise the control that he should.

I have already proposed to Government that benches of Honorary Magistrates, consisting of tea planters, should be established at Damdim and Mal—the largest markets in the tea tracts. If these benches are established, we should have ready means for meeting and supervising the offences of drunkenness in public places, gambling, &c. A check would be at once placed on the continuation of these malpractices, and a few fines inflicted from time to time would have a most salutary effect. What has led to a continuation of these evils is the entire absence of check and control. I would ask that six additional Sub-Inspectors be appointed on pay rising from Rs30 to Rs50 a month, with twelve additional peons on Rs6 a month each. I would allot two Sub-Inspectors to the six outstills in the Damdim portion of the district, two Sub-Inspectors to the Chalsa district over four outstills, and two to the Nagrakata portion of the district—one to devote his attention to the supervision of the outstills, and the other to the detection of smuggling and illicit practices. One Sub-Inspector should be allowed to assist the present darogah, in the eastern portion of the Dooars, which has not yet been opened out to any great extent, but is rapidly being developed by the establishment of new tea gardens during the last two years. I am convinced that the measures I advocate will go far to improve matters. I would suggest that a fair rate of pay be offered, both because this district is one in which living is expensive, and also because it is absolutely necessary to attract men of good education and known probity—men who would be liable to some temptation, and who would have in the course of their duties to come in contact with tea planters and their clerks and sirdars. I have only now to say in conclusion that I trust my report may meet with approval. I have had a large mass of information and evidence to deal with, and have endeavoured to put this in a clear and concise shape before the Government. I have had to do this work mostly during my leisure hours, so as not to interfere with my regular work. I feel there are many defects in this report, but I trust to receive some indulgence.

47. The report of the Chemical Examiner will be submitted as soon as it is received with a brief supplementary report. I have thought it inexpedient to delay sending in this report.

No. 303-E., dated 28th October 1889.

From—A. W. PAUL, Esq., Deputy Commissioner of Darjeeling,

To—The Commissioner of Excise, Bengal.

I have the honour to submit the following report as called for in No. 506-T. F., Financial Department, dated the 25th June 1889.

2. As the district of Darjeeling is an exceptional one, I have thought it convenient to preface my report upon the subjects noted in the Government letter above-mentioned by a brief historical and topographical description of the district so far as it affects our excise administration. With this view I would explain that the district is divided into three distinct tracts—

- (1) Darjeeling Proper, comprising the hills of British Sikkim between the Teesta on the east and the Nipal frontier on the west.
- (2) The Terai or plains of British Sikkim annexed about 1850.
- (3) British Bhutan or Kalimpoong, the Bhutan hills, east of the Teesta, taken from Bhutan in 1864.

3. As regards the purposes of this report, a few words only are needed as to (3). With the exception of two small gardens in the Chel Valley, close to the Jalpaiguri district and north of Damdim, and one near Bhutan between the Mal and Dechu, there is no tea cultivation in this portion; but I would add that there are two large cinchona plantations on the border of the Jeet Valley, but far removed from either Kalimpoong or Gurubathan. There are two outstills—one at Kalimpoong, the chief mart of the western portion, and the other at Gurubathan, a rising settlement in the Chel Valley. The owner of the Chel tea gardens mentioned above does not wish the outstill at Gurubathan to be abolished. A glance at the map also will show that an outstill in this direction is not superfluous. As regards Kalimpoong, it is admitted that such a shop is required, and does not in any way affect any tea interest, and should not therefore be abolished. At this place, too, there is a *marua* shop. An experimental one at Pedong has been abolished since the removal of the troops from that place.

4. Tract (1) differs from (2) mainly from the facts that in (1) the bulk of the coolies are Paharia (including Nipalese and Bhutias), whereas (2) has a large indigenous Rajbunshi popu-

Bengal—*contd.* lation, while the tea garden coolies of recent years have been largely recruited from among the Dhangers and other cognate tribes. (1) again is made up of a number of mountain ridges separated by deep ravines between which communication is difficult.

5. Thus as regards this report, we need only consider the tracts (1) and (2), as in them mainly the tea industry has taken root.

6. It is to the tea industry that this and the neighbouring district of Jalpaiguri owe their importance, and the present enquiry has been directed mainly to the effect that our excise administration has upon that industry.

7. After struggling more or less successfully in this district, tea experienced a disastrous crisis about 1865: many proprietors were ruined, and many gardens were closed or changed hands. It is not alleged for one instant that the abkari system in these hills had the slightest influence in bringing about that crisis.

8. From 1867 tea cultivation has been placed on a more secure and less speculative basis, and has since that year steadily developed.

9. I propose, therefore, to commence my historical sketch from that date.

10. At that time the right to sell country spirits throughout the district "was sold in lump," and the lessee was allowed to establish "50 subordinate shops." Thus we find in 1867-68 Bhagu mistry was the licensee of 15 shops in the Darjeeling or Sudder thana, 8 in Kurseong, and 27 in the Terai, for which he paid an annual fee of Rs12,518.

11. In 1868-69 an attempt was commenced to break this monopoly, and the licenses for each shop were put up to auction separately, and the total number reduced to 22, *viz.*, 6 in Darjeeling, 3 in Kurseong, and 13 in the Terai, realizing between Rs10,000 and Rs11,000 for the next few years. This change had been ordered in 1868, and the idea was to have 11 shops in the hills and 11 in the plains.*

* See Mr. Edgar's report 1876.

12. In the preceding paragraph I used the word "attempt" advisedly, as it was found in 1873, when I first came to Kurseong, that Sham Lal Shah had still a monopoly of all the Terai shops, and was in the habit of sub-letting them to the actual distillers, as Mr. Edgar writes on the 11th June 1873, "to the serious loss to Government, and I fear with the result of encouraging the increase of consumption which I much deprecate."

13. This discovery resulted in Government obtaining in 1873-74 Rs18,000 and in 1874-75 Rs27,000 for the same shops which before realised only from Rs10,000 to Rs11,000.

14. The number of shops, *viz.* 22, remained practically the same until 1878-79, the slight variations being noted in table A.

15. In 1878-79, when Major Lewin succeeded Mr. (now Sir John) Edgar as Deputy Commissioner, a new departure commenced—one that has been fraught with important consequences.

16. Major Lewin in his No. 567 of the 26th February 1878 recommended, in addition to the 21 liquor shops previously in existence, the opening of a shop on the Nagri spur with a view to check smuggling from Nipal, and stated he was consulting the leading planters in the neighbourhood in case they had objections. The total number of shops recommended by him was the same as in the previous ten years.

17. The Commissioner in his No. 5 (Excise—Miscellaneous) of April 15th, 1878, replied that the Board in a letter No. 55-B., dated 30th March 1878, had said that "the number of outstills proposed by you is insufficient, and may be increased to 30 In future be good enough never to consult tea planters or others in the matter of opening liquor shops unless there is any order of the Board or Government to do so, which I do not remember, and think very unlikely to have been issued. If the planters had their own way, there would be no licensed liquor shops in the district, and no hope of stopping the importation of illicit liquor from Nipal The Nipal frontier, and if necessary the Bhutan frontier also, should be specially considered in selecting places for additional outstills. If we supply licensed outstills on the frontier, the license holders will do their best to prevent illicit liquor being imported into or made in the district; and as licensed must be dearer than illicit liquor, we shall in reality check the consumption by licensing stills, though the planters do not see this."

18. The consequence of these orders was the opening of eight new shops and the re-opening of two old shops, as shown in columns 15 of tables A1, A2, and A3. Bagdogra and Rohini had been temporarily closed during 1876-77 and 1877-78, while the new shops were Dutia, Rungli, Rungliot, Danga Bazaar, Lepchu Jagut in the Sudder, and Murma, Ghoomti, Phuguri, and Dhudhia in Kurseong.

19. In 1879-80 Mr. Waller further increased the number of outstills to 44. The new shops were nine in the Sudder, *viz.*, Tukvar, Rumbi, Rishop, Selimbhong, Rungbhong, Pashok, Tukda, Teesta (Ranyak), and Singla; two in Kalimpoong, *viz.*, Shoirini and Chunbhati; and three in the Terai, *viz.*, Champasari, Tirihana, and Toribari.

20. In 1880-81 the number was 45, but in the course of that year many complaints were received against the excessive number of shops from the Forest and Cinchona Departments

Darjeeling.—Duteria, Rungli, Rungliot, Rungbhong, Singla, Tukvar, Teesta, (Ranyak), Rajmaubunglow, Rumbi, Tukda, Pashok.

Kurseong.—Murma, Chatakpur, Chimney, Dhudhia, Nahore.

Terai.—Rohini, Kainaluka, Tirihana, Pathurgat, Toribari, Champasari.

and a few planters. The correspondence which then ensued was closed by Board of Revenue No. 223-B. (Excise) of the 22nd March 1881 approving of the number of outstills for the year 1881-82 being reduced to 22. This number was, however, with the Board's sanction, subsequently increased during the year to 24. The marginally noted were the 21 shops closed in 1881-82.

21. In 1882-83 the number of shops was 30, six new shops having been re-opened, four Bengal —cont new shops established, and four old shops closed.

22. In 1883-84 and 1884-85 the number remained at 31.

23. In 1885-86 the Teesta (Ranyak) and Sevok shops were re-opened to command the Teesta Valley road then opened throughout, while in 1886-87 the frontier outstill of Jorepukri on the main road to Elam and Hansquar in the Terai were started.

• 24. On taking charge from Mr. Oldham, I found that he had recommended the opening of outstills at Rungbhong, Munjha, Rungdo or Shoirini, Sidrapong, Rungeet, Lopchu, Mirik, and Singbali. Of these the outstill at the Rungeet bridge, Rungbhong (an old shop), Lopchu, and Shoirini (an old shop) in Kurseong were actually opened. A shop was also opened at Sidrapong near Darjeeling, which I however closed during the year for a breach of license, and because it was unnecessary and tended to drunkenness.

25. In 1888-89 I closed the Lopchu shop, which I had always looked on with disfavour, and Choonbhati (in Kalimpoong) was transferred to Jalpaiguri, thus making the numbers 36, situated as under :—

In the Sudder	12	} As in Table A.
„ Kalimpoong	.	.	.	.	2
„ Kurseong	.	.	.	.	7
„ Terai	.	.	.	.	15

26. At the present time Namsu, Pankhabari, and Silliguri shops have been closed on account of the upset price not having been reached at the auction sale; in the case of Pankhabari and Namsu, the former licensees have since offered the full price, but I have refused to open the shops pending orders on this report.

27. It will be seen from the above that, except perhaps in 1879-80 and 1880-81, when too many shops were opened, and 1881-82, when too many were closed, the greatest care has been taken by the district officers not to stimulate drinking by excess of shops or to encourage illicit distillation and smuggling by lack of shops. This in part disposes of one accusation noted in paragraph 5 of the Government letter under reply.

28. In connection with the above history, I would invite attention to table B, which approximately shows the increase in the acreage and outturn of the tea gardens in the years under review, and convictions for drunkenness. I should have liked to have added population, but I am convinced the census figures are under the mark, and would be misleading.

29. As mentioned in paragraph 2, there are three distinct tracts in this district with Topography. features peculiar to each.

30. Darjeeling Proper can be conveniently sub-divided into two main divisions, viz., Darjeeling or Sudder and Kurseong thana. In the case of Namsu alone does an outstill in any way affect gardens situated in both divisions, and that only to a very slight extent. A red line on the map shows approximately the division between these tracts.

31. As Mr. Earle has submitted full and exhaustive reports regarding both the Terai and Kurseong, I will confine my remarks to Darjeeling or Sudder thana only.

32. This tract of country can again be split up into separate blocks cut off from one another by high ridges or deep valleys.

33. The town of Darjeeling is the apex of the Soom Tukvar, Lebong, and Jollapahar ridges, and is besides the most important town in the district. There is one outstill and one marua shop at present paying monthly fees of Rs1,200 and Rs460 respectively. The Municipal Commissioners have complained of their situation, and this question is still under discussion, and will be reported upon separately. It is not suggested that these could be safely abolished, or that they have injuriously affected the tea industry.

34. Four miles south, but still within the Darjeeling municipal limits, lie the villages or rows of huts called Goompahar and Jorebunglow. The Pashok, the Nipal frontier, and the hill cart-roads all converge at this point. Here are situated two marua shops only, and no suggestion has ever been made that these affect any tea gardens. The Commissioners, however, have suggested the removal of one of these to a less conspicuous site than the present roadside one. I have already tried to do this, but owing to certain municipal regulations, have had to allow the site to remain unchanged for the present. Probably it will be found convenient this year to amalgamate the two shops.

35. Outside the municipality, commencing from the north and going with the sun, the chief blocks are—

- (1) (a) The Soom Tukvar spur.
- (b) Barnesbeg and Singla.
- (2) The Lebong Ging spur.
- (3) Tukdah slopes.
- (4) The Pashok spur.
- (5) The Gielle or Teesta Valley spur.
- (6) The Government Cinchona Estate extending to the water-parting between the Riang and Mahanadi valleys.
- (7) Hopetown.
- (8) The Duteria and neighbouring slopes.
- (9) The Nagri slopes.
- (10) The Rungbhong valley.

Bengal —contd.

- (11) The Mim Tumsong slopes.
- (12) The Ghoom forest and the main road to Nipal.
- (13) The Chongtong Rishihat spurs.

Beyond the Little Rungeet river lies Cheebo Lama's land, wherein are no tea gardens, and which is still inhabited by the primitive races of the hills.

36. I now propose to deal with each block separately, and to show the actual state of each.

37. Mr. Knyvett in paragraphs 3 to 18 of his report has very fully dealt with these

- (1) (a) The Soom Tukvar spur. blocks; but I would add that another gentleman, Mr., confirms the opinion of the majority when he states: "I
- (b) Barnesbeg and Singla. have known the road from Tukvar to Darjeeling off and on
- (2) The Lebong Ging spur. for 14 years, but I have not noticed more drunken people than formerly." Mr.'s

observations regarding the outstill at the foot of block 3 are noted in paragraph 38, while as regards which was started on the estate without their wish, Mr. writes:—"Mr. admits he was agreeably surprised, and had noticed none of the evils from it which he feared;" and adds—"The shop is on the public road, and may be a convenience to the travellers for Kalimpoong and Sikkim."

38. This spur is supplied from the Rungeet and Darjeeling shops: no complaint has been received from any of the managers here. On the contrary,

- (3) The Tukdah slopes. Mr. gives it as his opinion that the opening

of the shop at is a good thing, as the Sikkim liquor is so cheap. The only other shops that could affect the gardens here would be the marua shops at of which mention has been made before, and that at near the mineral springs, whence Mr. states his coolies, whom he describes as quiet, respectable people, draw their chief supplies.

39. The gardens here are now served by the marua shop at and the

- (4) The Pashok spur. (Ranyak) outstill. As stated in paragraph 25, I looked on the outstill at unfavourably and abolished it, so there

are no complaints from any manager; in fact, Mr. admits "the shop did not affect my coolies much, but it did affect passers-by." He adds:—"I have been so little troubled with drink here that I have not given the subject (of excise) any consideration." The manager of states:—"In the hills I do not know of any superfluous or unnecessary shops;" and again—"I never see any drunkenness to speak of at the marua shop or in this part of the country."

40. The outstill which supplies the Gielle or Teesta Valley spur is situated about one-

- (5) Gielle spur, Rungli Rungliot. third of a mile above Mr.'s bazar at

This shop was formerly in the bazar itself, and Mr., when the acting manager at, complained against it.

41. The former of the two gentlemen just named, though opposed to liquor traffic, and believing "abolishing outstills in this district would prove beneficial to the people generally," however, says that "in its present site (not its former one) the liquor shop does not give him trouble." Neither the managers of or raise the slightest objection.

42. Mr. complains that since 1887 there has been an increase of drinking, i.e., drinking in its excessive form, but admits that the outstill in its present site is not unduly prominent. One of his sirdars explained that this increase of drunkenness about 1887 was due to the opening of the shop, where a stronger drink was made, and to obtain which coolies would travel as much as five miles. Personally I think these men may on their return have dropped in at the shop and had another "drop." Mr. would like to try the experiment of closing the shops for six months to see what the result would be, though his head sirdar told him in that case two-thirds of his coolies would petition to have them re-opened. Mr., however, does not seem to have studied the excise question deeply, as he was under the impression that the marua shop had been closed for a long time, thus driving the coolies to the outstill, whereas the fact was the marua shop had only been closed 48 days previous to my coming.

43. The only outstill is that at Mungpoo. The Superintendents have always been opposed

- (6) The Government Cinchona Es- to an outstill, and their opposition was in no way softened
- tate, extending to the water-parting by the receipt of a letter in 1879 to the effect that "the
- between the Kiang and Mahanadi Board of Revenue have directed that the protests of private
- valleys. persons should not be attended to in the matter of opening

shops for the sale of spirits, &c. I (the Deputy Commissioner) need scarcely say that for a Government officer to raise objections of this kind would, *à fortiori*, be condemned."

44. Mr. Gammie unfortunately has been away on leave, but I have luckily had the opportunity of personally consulting Dr. King and Mr. Pantling (who is acting for Mr. Gammie) on the subject.

45. I think on the whole they are satisfied that an outstill on their vast estate is necessary, though an evil in some degree.

46. The site of the shop has been changed four times at least, and is at present within a 100 yards of the bazar. Both the above gentlemen and the principal sirdars at Mungpoo desire that the shop should be moved further away, and I shall accordingly consult Mr. Gammie on his return regarding a new site.

47. I would beg to refer you to Mr. Knyvett's reports for the remaining blocks—

Bengal —con

(7) Hopetown	} Paragraphs 19 to 25.
(8) The Duteria slopes	
(9) The Nagri slopes	
(10) The Rungbhung valley	} Paragraphs 26 to 33.
(11) The Min Tunsong slopes	
(12) The Ghoom forest, &c.	} Paragraphs 34 to 41.
(13) The Chongtong Rishvat spurs	
	} Paragraphs 42 to 49.

48. From the above it will be seen that there is no real objection to the twelve shops now existing in tract No. 1. The only two regarding which doubts have been expressed were the Duteriapool and Mongpoo shops; but, as shewn in paragraph 45, the latter is considered necessary, though the present site may be improved upon. As regards Duteria, paragraphs 19 to 25 of Mr. Knyvett's report show that it cannot be abolished.

49. In the Kurseong sub-division, Mr. Earle has clearly proved that no objection can be sustained against any of the existing outstills except Sepoydhura and Chimney. As regards the former, I would add to the remarks of Mr. Earle in paragraph 16 of his Kurseong report that the shop was started long before there were any tea gardens in the neighbourhood, and the gardens have come to the shop and not the shop to the gardens. The site of this shop has always caused me great anxiety owing to its dangerous proximity to the railway, so that I would gladly welcome its abolition.

50. As regards the Chimney, I am not prepared to accept Mr. Earle's recommendation for its abolition contained in paragraph 2 of his report without further enquiry, as my own enquiries show that this shop may be necessary to supply the wants of Sitong and the neighbourhood. The other three shops, the necessity for the existence of which might be said to be doubtful, are Namsu, Shoirini, and Chunbhati. With respect to Namsu, which has been temporarily closed owing to the upset price not having been obtained at settlement, I would note that on a former occasion when this outstill was temporarily closed, the manager of a neighbouring tea estate asked to have it re-opened. While agreeing with Mr. Earle in paragraph 22 of his report, I am of opinion that it will be advisable to re-open the shop.

51. As regards Shoirini, I would refer you to paragraph 8 of Mr. Earle's report wherein Mr. admits that coolies have no difficulty in procuring liquor from Nipal as conclusive that this shop should not be closed at present. I quite agree with Mr. Earle in paragraph 13 (a) that Choonbhati cannot be closed. I am further given to understand that Mr. is selecting a site which will satisfy any objections.

* See the end of paragraph 16 of Mr. Earle's Terai report. 52. Of the Terai shops, Pankabari has already been closed, and need not be re-opened.*

53. I quite agree with Mr. Earle and other gentlemen of the Terai that Sirsia is now superfluous, and that even its long continuance for more than thirty years does not justify its further existence.

54. Phansidewa I have already recommended should be abolished, as, owing to the removal of the Government officers to Siliguri and the rising importance of Bagdogra, Phansidewa is diminishing in importance.

55. As Mr. Earle's report will show, I do not think any good case has been made out against any of the other shops, and they should be maintained, at all events for the present, though the necessity for the Kuprail and Salbari shops should be carefully watched.

56.* It will thus be seen that in the number of the shops Government cannot be said to have gone beyond its proper function of meeting without stimulating the natural demand of the drinking population.

57. With regard to the best position of an outstill, it is impossible in my opinion to lay down any hard-and-fast rule. It is unanimously agreed that the site should be one amenable to easy supervision, but opinions are divided regarding the advisability of holding a shop in a bazar itself or a little way out. In the bazar the advantage of publicity preventing many persons drinking at all or to excess is outweighed by the temptation to conviviality; for sanitary reasons also I should prefer a site a little way removed. In no case, however, should a shop be so situated as to intentionally catch coolies returning from a hat where there is another liquor shop. On the whole I am convinced the wisest course is to decide each site on its merits, when such a course is possible. One gentleman has remarked: "Grog shops cannot be done away with altogether; the great mistake is not to consult responsible European managers as to proper sites." In connection with the above, I would mark that I do not see how the central distillery system can be worked in this district, where communication is difficult and uncertain, and smuggling and illicit distillation so easy. Without further material I cannot, therefore, agree with Mr. Earle's recommendations on this subject.

It may be that a better liquor would be sold under the central distillery system than at present; but I would point out that with all our enquiries, we have up to the present time,

† The Chemical Examiner in his No. 995-A., dated 8th November 1889, and previous letters, states no trace of nicotine or of any poisonous substances can be found in the specimens submitted to him.

although a large number of specimens of liquor has been sent to the Chemical Examiner† for analysis, failed to obtain a single proof of adulteration; all we can say is that many suspect adulteration by tobacco or similar substances, such as ganja and dhutura, inasmuch as in cases the coolies are reported to behave madly in their drunkenness, and because it is said that persons addicted to tobacco-chewing are less easily affected. On the other hand, many say the liquor is good. In any case we may be satisfied that the assertion that the outstill

Bengal—contd. liquor is adulterated with noxious drugs and is a poisonous and venomous compound has not been borne out.

58. Whatever adulteration there may be is suspected to take place after distillation, so that neither sudder distillery liquor nor rum would be safe from similar malpractices.

59. In reference to the introduction of the central distillery system, Mr. Earle seems to consider that the present system does not tax liquor sufficiently. It will be seen that Mr. Knyvett's enquiries (*vide* paragraph 55) point to the exact opposite, and I myself have not heard that liquor is too cheap. It most certainly is not so in comparison with Nipalese, Sikkimese, or Bhutanese spirit. I would further point out that in Mr. Earle's own division he has had great difficulty in obtaining the upset prices for some of his shops: this, in my opinion, clearly shows the vendor's margin of profit is very small: in other words, the maximum tax has been obtained. Even at present prices the infliction of very heavy fines alone has kept down illicit distillation. An attempt to raise the price artificially will only result in increased smuggling and distillation by the would-be purchasers too poor to pay an enhanced rate, or in increased adulteration by the vendors, to enable them to produce a decoction cheap enough to reach the purchasers, and at the same time sufficient to give a profit, or both. This is not a consummation devoutly to be wished.

60. I would, however, call your attention to Mr. Risley's letter No. 170-E., dated ^{16th}/_{20th} November 1888, which shows that the introduction of the sudder distillery price would in several instances lower the price of liquor, and to table C, which shows that at present, so far as our figures can be relied on, the duty per imperial gallon throughout the district is Re. 1-4 higher than the highest duty in any other district of this division. Tables D and D¹ contain the only material from which we can arrive at something like an estimate of the actual outturn of liquor, of its average alcoholic strength, and of the average price at which it is sold in proportion to its alcoholic strength. Figures for the years prior to those given do not exist in my office.

61. The tables E, F, I, J, and K attached to this report show that the impressions of the majority of the older planters are that drinking and drunkenness have not increased. Mr. Earle and Mr. Knyvett have carefully analysed the opinions of those who hold opposite views, but for facility of reference I have appended copies of the evidence of all these gentlemen. In paragraph 42 I have referred to Mr.....'s views. Mr..... thinks "that since the opening of the..... shop, there has been more *visible* drunkenness. It may be that formerly they drank their own brew, but the drunkenness is more patent now....., but it is very difficult to decide the point."

62. Speaking from personal experience, I should have thought there was in *reality* less drunkenness than formerly, since it should be borne in mind that the recent agitation has more keenly brought home the question of intemperance to one's notice, and consequently one is more apt to remember a case of drunkenness when seen. But even were it a proved fact that there is more *visible* drunkenness, it does not demonstrate that there is more *real* drinking and drunkenness, still less that our excise administration is to blame. On this subject the evidence of Mr. (paragraph 41 of Mr. Knyvett's report) and of Mr. (paragraph 12 of Mr. Earle's Terai report) is very valuable as showing how prone the people are to get their own drink. Mr. of 's experience is the same as that of the former of those two when he says:—

There is a deal more in drinking. In Mr. Edgar's Deputy Commissionership I started a bazar near the guard, there was then a lot of drinking, it was owing to the Maugwa ryots bringing over illicit drinks.

So Mr. closed his bazar. I have even heard it said that it was impossible to sleep on Sunday nights at Kalimpoong before the Government shop was started, as illicit drink was universally sold, and there was no check or control over the amount consumed.

63. Another gentleman has gone as far as to say it is easier to get spirit in Sikkim than water in many bustees. It must again be remembered that, though the population has largely increased within the last ten years, there has been no proportionate increase in the number of shops, while, on the other hand, the revenue realised has been greater. It is clear, then, that our administration has not been to blame.

64. Though no increase of drinking or drunkenness has been proved, I would still like to deal with the points raised in paragraph 6.

65. I have not the slightest doubt that the coolies here are much more prosperous than in their own country, and more, that the bulk are better off the longer they remain here: that it would, therefore, be possible for them to afford more. What has struck me as most remarkable when examining *hasiri* books is the preponderance of women and children over men. I recollect the time when women were prevented emigrating from Nipal, and were in such demand that in one case which came before me judicially a woman had been enticed away successively from six husbands. Now even in Mongpoo, where women and children cannot find such lucrative employment as on tea gardens, a sirdar admitted that there were coolies who had as many as five wives. These facts seem to indicate increase of prosperity, for the women and children can easily earn sufficient to keep the whole family, thus allowing the men either to loaf or find employment in trading or more profitable engagements.

66. Mr. Earle and Mr. Knyvett have carefully gone into the question of the alleged increasing proportion of labourers unfit to work after the hāt day. The *hasiri* books certainly

do not prove an *increasing* proportion, while the evidence of most planters shows that any Bengal —*could*, decrease in muster is not due to drink alone.

67. None of the planters that I have examined allege that drink is the sole or even the principal cause; while, further, the anomalies disclosed in the *haziri* books preclude any certain deduction. Thus at Pashok, out of 52 weeks, the day before the hât showed a greater muster than the day after the hât in 30 cases as against 22, when the muster was less. At Teesta Valley on the three Saturdays in a month on which an advance is made, the muster was usually greater than on the following Monday, while the remaining Saturday's was often less than Monday's muster. I have already noted what Mr. says at, where I believe it was once alleged that the drinking on hât days seriously affected Monday's muster. Mr. has gone over the muster for five years, and finds that in 265 weeks, the Monday's muster of men who, he states, alone drink to any extent, was less than Tuesday's on 161 occasions, equal on 8, and more on 96. He adds that the decrease was not remarkable. At, some two miles from, the muster in 1888 was greater on 22 Mondays, equal on 9, and less on 18 as compared with previous Saturdays; while at, some three miles further off, the Monday muster was less on 28 occasions, equal on 7, and greater on 17 than the Saturday's muster. Again, Mr.'s (in whose bustee the grog shop actually stands) books show that the muster of 16 Mondays was greater than that of, 5 equal to, and that of 26 less than that of the Saturdays. They also prove that in no case was there any serious decrease. Mr. states in answer to question 34:—

My *haziri* books cannot be regarded as a test of attendance or absence. They appertain to virtually two separate gardens, *viz.*, (two names). The coolies in the former resort as a rule to the bazar on Sunday, and the latter to the bazar on Friday. Some of the coolies in both gardens go to both bazars; consequently the absence and attendance in the *haziri* books pretty nearly equalise themselves and prove nothing. What I complained of most, irrespective of the *haziri* book, is the unfitness for work after market days of those men who go to market, especially after receiving their pay or advances, and this cannot possibly be shown in the *haziri* books.

68. As regards this point, there can be no question that outstill liquor is dearer than it used to be, and is very much dearer than the liquor in the neighbouring countries.

69. I have shown above that the facilities for obtaining liquor and the number of the shops have hardly increased at all—certainly not out of proportion to the increase of population and gardens.

69 (a) With regard to Mr.'s repeated charge of increased facilities, especially with respect to Darjeeling, I have had prepared the herewith-appended table M. Mr. states:—

Formerly in Darjeeling bazar there was only one drinking shop. Now I understand there are at least six shops where all kinds of intoxicating drink are sold, and where the coolies are led by the hand and coaxed to come in and drink as they pass by.

Mr. states he has been connected with the tea industry since 1882. If by the term "formerly" he means seven or eight years ago, his statement is evidently incorrect, as a glance at table M will show.

70. I would point out, with reference to paragraph 8 of the Government letter, that disturbances, quarrels, and crimes have not been shown to have increased, and that few people believe that they have been fostered and increased by administrative arrangements.

71. As regards the last sentence of paragraph 5, the recommendations of the Excise Commission in regard to stills and vats have been introduced into this district, so that no further remark seems necessary on the point.

72. In July 1866 the Local Government directed that venders of marua beer should in Darjeeling pay for licenses, but that no tax should be levied from the hill people consuming it. For the purposes of this enquiry, it will be sufficient to start from 1869-70, when the marua monopoly was abolished similarly to that of the outstills.

* *Vide* our letter No. 193, dated 27th November 1874, referring to Government order No. 4223, dated 17th December 1869.

It will be seen that in 1869-70 there were shops at Darjeeling and Kurseong only established solely for the sale of liquors to travellers, inasmuch as natives of the country could obtain as much marua as they required by home brewing, liquors prepared and used for home consumption not being licensed. In 1873-74 Jorebunglow was added to the above list, and it was not until 1881-82 that shops began to be multiplied, for Ging and Singmari are places within Darjeeling Municipality, and Lepcha Jagat was only open for one year. At this time, too, there was a limit of 12 seers imposed upon the possession

† *Vide* No. 80 B.E., dated 9th August 1881, and subsequent correspondence.

of marua,† although Mr. Wace, the then Deputy Commissioner, strongly objected to any such restriction. These orders were confirmed on the 31st January 1887, by Board's No. 11 B. (Excise), dated 11th January 1887.

74. By Circular No. 3, dated November 1888, the Board further reduced the limit to four seers. This unfortunately occurred during my absence with the Sikkim expedition, and

Bengal —contd. thus was put into public circulation without protest. The evidence of many planters shows that this cruel restriction has driven their coolies to the outstills, and thus conduced to intemperance. The evil effects are also felt in another way. A note by Rajah Tendook appended, paragraph 9 of Mr. Earle's Kurseong and Terai reports, and a petition from the Bhutias and Lepchas of Darjeeling, dated 19th June 1885, fully explain the process of manufacture. When freshly fermented, the beverage is not only harmless, but wholesome and strengthening. In proportion as the process of fermentation is prolonged, the greater is the alcoholic strength and consequent unwholesomeness. It will be seen, therefore, that this restriction tends to encourage people to keep the marua longer in order to make up by strength the difficulty of manufacturing a small quantity. This is the other evil I have referred to above. Rajah Tendook points out that, unless a considerable quantity of grain (15 seer at least) is fermented at one time, fermentation as distinguished from decay cannot proceed naturally, but artificial heat is required. This is next to impossible in a poor Lepcha's hut, and in any case entails an uncalled-for labour and expense. It is, therefore, obvious that the present four seers' limit is absolutely prohibitive. Believing, as I do, that the use of marua in supersession of outstill liquor is to be encouraged, I would strongly recommend the raising of the limit of possession of fermented marua and other similar grains to 20 seers, so as to allow a small margin over the minimum mentioned by Rajah Tendook and for roundness of figures. Of course the sale of such marua for the purposes of profit even in the smallest quantity would be severely punished. This concession would obviate the necessity for the sale of books of marua passes to planters mentioned by Mr. Earle in paragraph 20 of his Terai report.

75. Should this recommendation be adopted, I think that no radical change of our outstill system beyond the reduction of the shops mentioned in the body of this report is required. The comparatively free possession of a wholesome stimulant in their own homes will keep the poorer classes generally away from the outstill shops, and thus reduce consumption to the probable increase in the price paid by the more well-to-do, who desire a stronger spirit. No doubt such a concession will result in a considerable loss of revenue and the closure of some shops, but this is a matter which Government have ruled should not be taken into consideration. I would, however, suggest that the hour of closing be sunset, as recommended by Mr. Earle.

76. I would wish to call attention to the number of licenses for the sale of imported liquor apart from rum (table H). There is little doubt that the more well-to-do natives resort occasionally to these shops. The so-called brandy and other European spirits sold is so cheap that I cannot have a high opinion of it. It is a matter for consideration whether the concession allowed to this district of sale by the glass to be drunk on the premises should not be withdrawn.*

* *Vide* paragraph 59 of Mr. Knyvett's report and paragraph 14 of Mr. Earle's Kurseong report.

77. Whatever modifications or restrictions may be adopted in our present system, it is very advisable to remedy what has been the great blot in our administration—the want of supervision over the liquor shops on bazar days. This point has been noted by Mr. Earle at the end of paragraph 20 of his Terai report. If we had had the staff to control excessive sales to individuals, many of the complaints that have been made of drinking and drunkenness would never have been heard of. Our staff consists of one Assessor-Inspector, one Sub-Inspector, and one Darogha, who, it is obvious, cannot do any real good in the way of supervision. More officers are therefore required. Should this suggestion be entertained, I would send the usual proposition statement for at least four more Sub-Inspectors or Darogahs.

78. I cannot conclude this report without tendering my best thanks for the very great assistance that Mr. Earle and Mr. Knyvett have given me in this enquiry. Owing to political business I had to be absent for some time, so that on these gentlemen fell the brunt of the work. Their reports show with what zeal and ability they prosecuted their enquiries.

79. In conclusion, I beg to acknowledge the courtesy and ungrudging assistance rendered to myself and officers by every planter in the district, even though the calls made upon them and their establishments were made at a most inopportune season of the year, when their time was fully occupied on their own gardens. We cannot be too grateful to them for lightening what might otherwise have been a troublesome and unpleasant task.

Dated 19th June, 1885.

To the Deputy Commissioner of Darjeeling.

The humble memorial of the undersigned Bhutia and Lepcha residents of Bhutia bustees in Darjeeling—

MOST RESPECTFULLY AND HUMBLY SHEWETH—1. That your memorialists beg to bring to your worship's kind notice that now-a-days prosecutions for possession of marua and rice pachwai are of very frequent occurrence among the Bhutia and Lepcha residents of Bhutia bustee, and your memorialists are put to very great inconvenience and trouble owing to the uncertainty of the law on the subject.

2. That formerly there were no restrictions placed over the use of marua and pachwai for home consumption, but at the time of the Deputy Commissioner, Mr. R. M. Waller, some prosecutions having been made, a reference was made, your memorialists believe, to the High Court or to the Board of Revenue, and from that time no interference was made to the home consumption of marua and pachwai.

3 That again during your worship's predecessor's incumbency, the question of home Bengal —*contd*
brewing of marua and pachwai arose, and your memorialists understand that it was specially ruled that the limit of possession of marua or pachwai would extend to 20 seers from 4 seers, which was the limit prescribed by rule 11 of Section XV of the Excise Rules of the Board of Revenue.

4. That the words of the said rule are "no *person* is allowed to have in his possession more than * * *", and now the whole question turns on whether the limit of possession applies to *one person only*? or to *one house or family*? Your memorialists humbly beg to submit that the limit intended is for each person individually, and not for each family, and any contrary view is not only untenable on grounds of reason, but will be ruinous to your memorialists, as will appear from, amongst others, the following grounds:—

(a) That your memorialists, for the preservation of their health, do not drink water, but drink tea, marua, and pachwai; the rich amongst them only can afford to take tea, as tea is very costly, and the mass of the Bhutia and Lepcha residents in Darjeeling take marua or pachwai, or both, and they cannot without serious detriment to their health do without them;

(b) that in summer and in the rains, marua is prepared fit for drinking in seven to eight days, and in winter from 12 to 13 days, and pachwai takes a shorter time to prepare, namely, from about five to six days in summer and rains, and seven to eight days in winter; thus it will appear that neither marua nor pachwai can be made in less than five or six days at the least, and it is entirely out of the question that they can be made every day;

(c) that an able-bodied man amongst your petitioners requires from two to three seers, if not more, of pachwai and from two to three chongas of marua (one chonga being a little more than a seer) for daily consumption in the morning and in the evening. Women take nearly the same quantity, might be a trifle less, and children, too, take according to ages; but certain it is that man, woman, or child—every one in a family of Bhutias or Lepchas—will take marua or pachwai every day, both morning and evening, otherwise they cannot thrive, as the other foods which they take are very unsubstantial and coarse;

(d) that if the above be the true state of affairs, and the truth of which can be easily tested, then it follows that in a family where there are six to ten members, the daily consumption of marua and pachwai will range from 12 to 20 seers, and thus if the limit of 12 or 20 seers be enforced for any such family, then for every day they drink they will not have anything to drink for the next week or so (for the simple reason that they won't be able to prepare either marua or pachwai in less than that time)—which can never be, as your memorialists will suffer seriously in their health; marua and pachwai being amongst their most common necessities of life;

(e) that it follows also if a family or a house consists of only one member, he can keep 20 seers for himself alone; and if of two, then 10 seers each; if of 20, then of one seer each; thus simply because there are more individuals in one family there, the less will be the quantity each will be allowed to possess. This can never be the intention of the Legislature, which should give each person permission to keep or drink a fixed given quantity; and

(f) that thus from the above it will appear that the natural interpretation of the limit should be to individual possession and not to possession by several in one family; and thus the question of possession of marua or pachwai in each case should be considered with the number of individuals living together in a family or in a house.

5. That Government have been very kind to your poor memorialists, and the benign intentions of Government can be gathered from the orders that your memorialists understand were issued in your worship's predecessor's time, that in case the limit of 20 seers be exceeded for marua and pachwai, or over one maund in case of imported foreign excisable articles, or if there be proof of illicit sale of marua or pachwai, then after report to the Deputy Commissioner permission would have to be obtained for a prosecution; but now-a-days your petitioners understand that search is made of your memorialists' houses or the houses of some amongst them, and thus in fact prosecution begun before the permission from your worship is obtained, and which permission may not be given in many cases if the same is applied for at the beginning.

7. That also now-a-days in the police prosecutions for possession and sale of marua and pachwai, a few witnesses are got up to prove sale (and it is so very easy to get up such witnesses when hostilities exist amongst the Bhutias and Lepchas); but the sales are not in many cases held proved, but for possession your memorialists, or some amongst them, are being heavily fined; and not only this, but in cases handled by the police your memorialists meet with a good deal of unnecessary harassment.

8. That before this, or even now when the excise officers detected and detect real and genuine cases of illegal manufacture and sale of excisable articles, your memorialists did not and do not complain, and it will be very desirable that where there are specially appointed officers of excise in the district excise investigations would be made by such officers only, and then your memorialists will get far better treatment than what they receive from the police at present.

lengal —*contd.*

9. That under the circumstances your petitioner-memorialists humbly pray that your worship may be kindly pleased to pass just and proper orders on this memorial, by which your memorialists will be saved from ruin, and thus an everlasting boon may be conferred on your worship's memorialists.

And your memorialists, as in duty bound, shall ever pray.

GOROCK MANDAL,
and 14 others.

Note by RAJA TENDOOK PULGER, Manager of Government Estates, dated 31st July, 1889.

Process under which marua is prepared.

Marua seeds, wheat, pafar seed, bhutta and other seeds are at first husked a little by means of wooden pestle and mortar, after which the seeds are washed in cold water and then boiled; when this is done, the seeds are mixed with a certain ingredient, as described later on and spread over some leaves on a floor, and thus kept for three days. After this process is over, these seeds are collected in a basket with leaves over them, and kept for seven days near a fireplace, after which the marua becomes ready for consumption.

Marua from the above seeds cannot be prepared below 15 seers; if any body tries to do so, the marua is not manufactured well. In the event of marua being not prepared well, the materials from which marua is prepared can be utilised by making rukshi out of the same. Good rukshi cannot even be distilled from those spoiled materials of marua. Though good rukshi cannot be made out of those spoiled materials of marua, yet people distil rukshi from the same; otherwise the spoiled marua materials become a dead loss.

Marua from rice.

After the rice has been washed in cold water and boiled, it is mixed with a certain ingredient as stated before, and spread on the floor of a room and kept for two days. When this is done, the marua is kept in a *hunder*, and thus it remains two days undisturbed, after which it is fit for consumption. If the rice marua is not done well, rukshi can be made out of the same. There is no proportion for the ingredient which is mixed with the marua. People give it to the marua *andaji*, i.e., according to their own wishes.

Marua is indispensably necessary for the following occasions, viz.:—

- (1) People must take marua so long as they live.
- (2) Marua is given to friends and relatives after the death of a man.
- (3) Marua is given after a child is born.
- (4) It is used as a medicine.
- (5) Marua is given for reception.
- (6) When coolies are engaged for any work by any man, marua is given to them: in short, marua is needed for all works, &c.

Marua from marua seeds, if well prepared, can be kept for three months together, after which it is spoiled.

Marua from wheat, if properly prepared, can be kept for 15 days, after which it is spoiled.

Marua from pafar seeds, if properly prepared, can be kept for 15 days, after which it is spoiled.

Marua from bhutta, if properly prepared, can be kept for five days, after which it is spoiled.

Marua from rice, if properly prepared, can be kept for five days, after which it is spoiled.

Marua from other seeds is the same as above.

In my opinion hill men, rich or poor, old and young, must require marua, without which they cannot live. The ryots cultivate land simply for their daily bread and marua; and as this is something like a staple food of the hill men, it is desirable that Government will kindly pass a favourable order in this respect after full enquiry.

I see no harm if free concession is given to the hill men for brewing marua for home consumption only.

Government may keep outstill shops in large bazars if they think it necessary, but poor men cannot afford to drink outstill liquor, which is much expensive.

Marua in small quantity, i.e., less than 15 seers, cannot be prepared. The 4-seer rule has been very hard upon the poor class of people, who, as a matter of course, live very uncomfortably for want of marua, because marua in four seers cannot be prepared, as stated above, and so the poor men cannot prepare maruas now-a-days. Cultivators, who have all along drunk marua when thirsty, now drink water in its stead to their great discomfort, and for this reason they get sickly.

Ingredients for marua.

Sikkim rice-attah, raw chilly, ginger, phaudamshing, a kind of grass, and khaksoon, a kind of small plant, are first made into powder and then mixed and then made into cakes, which are kept in a covered basket for three days, and then exposed to the sun or air for dryage. There is no proportion as to the quantity of this cake, which is mixed with the marua; it is given according to the wishes of the manufacturer.

engal —contd. The facts elicited in this block are also most instructive as showing how a demand for liquor near the Sikkim frontier has attracted a large supply of cheap Sikkim liquor and led to smuggling.

Drinking and drunkenness.

12. Messrs [two names] think there has been an increase.*
Mr.....has not noticed any increase.

* But see paragraph 13.

13. Messrs. consider that facilities have increased owing to an outstill having been established at and to *two liquor shops started in Sikkim just over the boundary*—one at the other opposite on the left bank of the Rungeet.

14. Messrs. [two names] consider objectionable owing to its proximity to the labour force, but consider the Sikkim shops more objectionable still, as they sell liquor at a cheaper rate than what is charged at the Government outstill.

Adulteration.

15. None.

Short musters.

16. Are attributed not to drink only, but to overfatigue and general disinclination to work after market day.

17. Mr..... mentions a recent case of illicit distillation, and says there is smuggling of liquor from Sikkim. He would like Government to restrict the supply of cheap liquor obtainable from the two

liquor shops in Sikkim.

The other gentlemen depose to there being considerable smuggling of Sikkim liquor into their gardens.

Excise system.

18. Mr. says:—

I think the Government excise system has stimulated the drinking instincts of the people in the *cheapening of liquor and the increased supply*. But I acknowledge that in a frontier district like this the question is a very difficult one.

As regards the tax on liquor, *he thinks it is sufficiently high*.

Mr.....sees the impossibility of raising the price of Government liquor at as long as the two shops in Sikkim are existent.

7. Hoptown.

8. The Duteria and neighbouring slopes.

9. The Nagri slopes.

19. Has two outstills from which its liquor is supplied, *viz.*,
... and the

The following Managers of tea gardens have been examined:—

	[Six names.]	
Joint labour force 2,660
Population 4,600 Nepalese.

All coolies belong, with few exceptions, to the drinking classes.

20. Messrs. [four names] are of opinion that there is no increase in drinking or drunkenness, while the two last named go further and think there is a decrease. Mr. adds:—"I can recall only five or

six instances of drunkenness in the last four or five years." Messrs. [three names] speak to an increase in both.

21. Adverting to the establishment of the outstill, Messrs. [three names] consider that facilities have increased and the site is objectionable. All three protested against the outstill being established there. Mr..... says:—"Facilities have *decreased* owing to the *smuggling of Nepal liquor* having been partially checked."

Increased facilities.

consider that facilities have increased and the site is objectionable. All three protested against the outstill being established there. Mr..... says:—"Facilities have *decreased* owing to the *smuggling of Nepal liquor* having been partially checked."

22. Mr. suspects adulteration by tobacco, and Mr. adulteration of some nature or other, but have no facts to give or any hearsay evidence to refer me to. The others have no knowledge of

Adulteration.

adulteration.

23. Messrs. [three names] say their musters are not materially affected. Mr.

Short musters

attributes his partly to drink and partly to fatigue after long journeys, Mr. to bad roads and fatigue, and not to

drink; Mr. to drink. On going into figures with Mr., the last named, I found that his Saturday muster (the muster before hât day) was always the largest in the week. The average falling off of coolies calculated on figures for 25 days selected at random was exactly 12 persons or 8 per cent. of his muster, and that about 60 per cent. of the absentees were women and children who, these gentlemen told me, did not drink.

This conclusively shows that he had been misled, and formed an entirely erroneous opinion as to the cause of his short musters after hât days.

24. Messrs. [two names] say there is no illicit distillation or smuggling, while the other four gentlemen think there is. Mr. ought to be able to give an opinion on this point.

Illicit distillation and smuggling.

be able to give an opinion on this point.

The outstill to which he objects was established with a view to checking the sale of Nepal liquor and illicit distillation, and the necessity of the measure has been amply emphasized by the number of cases of illicit distillation which from year to year, even up to within a few days ago, have been brought home to his own coolies. There have been ten such

cases in all—seven between 1882 and 1889, and three in 1889. It would seem, therefore, that in the systematic illicit distillation at is to be found some explanation of the increased drinking and drunkenness and the increased facilities for drink of which Mr. speaks. Bengal—*contd.*

25. All but Messrs. [two names] think the present system a good and preventive one. The former thinks there are too many outstills, and would have four only for the hills—

Excise system.

- (1) At Darjeeling.
(2) „ Sonada.

- (3) At Kurseong.
(4) „ Tindharia.

Mr.'s views on the whole question are appended.

26. There is only one outstill, *viz.*, that at which supplies liquor to the Block No. 10—(10) Rungbhong gardens and villagers on the Nagri spur and Mirik slopes. This block is on the Nipal frontier, and the evidence collected on it is particularly interesting and instructive.

The following Managers were examined :—

[Five names.]

The Nipalese labour amounts to 1,340 and the population to 2,170 souls.

27. Messrs. [two names] say there is no increase. Messrs. [two names] think there is less drinking and drunkenness than there used to be, and

Drinking and drunkenness.

Mr. speaks of a slight increase which he attributes entirely to smuggled Nipalese spirits. On this point I will furnish details further on.

28. Mr. mentions as a new shop (it was established in 1879-80), but agrees with the other four witnesses in attributing excessive drinking and drunkenness to smuggled Nipalese liquor,

Facilities.

which is obtainable in any quantity along the frontier boundary line at a fourth of the price at which the liquor is sold, and actually finds its way to the hâts and coolie lines.

Objectionable sites.

29. None.

30. Mr. says he has heard of tobacco and dhatura being used, but could give me no data on which an enquiry could be based, and I do not think the statement is of much weight.

Adulteration.

Mr. suspects "doctoring," but cannot refer me to any source of information.

The other gentlemen think the liquor sold at the outstills is good and wholesome.

31. Messrs. [four names] say that their musters are not apparently affected by drinking and drunkenness.

Absence after hât days.

Mr. attributes his short musters to other causes than drink. He says :—

If there was no drink, there would still be short musters on Mondays.

32. The evidence of these gentlemen as to smuggling of Nipalese liquor is noteworthy,

Smuggling and illicit distillation.

and I shall quote the more important passages :—

Mr. —

The facilities (for obtaining liquor) in this neighbourhood are exceptional by reason of the proximity of the Nipal frontier. A good deal of liquor is undoubtedly smuggled in, especially on market days.

Mr. —

I am told that Nipalese liquor is procurable at two places close to One of these places is ; the other at

If the Government supply was stopped at, my men would procure liquor from Nipal.

Mr. —

The fact is the Nipalese and Bhutias smuggle in liquor from Nipal in very large quantities. This liquor sells at two annas a bottle, and is what goes to make people drunk. *My coolies get their drink from*

* N.B.—There is no outstill at this place.

....., *and do not frequent the outstill.

If Government shops were closed, the people would resort to illicit distillation and smuggling.

The Nipal boundary would be lined with liquor shops.

It is the cheap Nipalese liquor which is at the root of all the drunkenness in the frontier gardens and villages from

Mr. :—

A considerable amount of Nipalese liquor is smuggled down within reach of the garden coolies in this valley.

If the Government supplies were cut off from the people there would be increased smuggling owing to the Nipal frontier being so close.

Mr. —

My coolies get some liquor at, some at and some, I believe, drink smuggled Nipalese liquor, besides bringing what they can get in Nipal.

I have repeatedly written to the Governor of Nipal asking him to stop the sale of liquor at

I am positive that a good deal of smuggled liquor is still sold round about the bazars.

* The Nipalese boundary is 2½ miles from me, and on the other side of it there is any amount of liquor obtainable at two annas a bottle and on credit.

Excise system.

33. All are in favour of the Government system.

Bengal—*contd.*

Blocks Nos. 11 and 12—
11. Min Tumong slope, and
12. The Ghoom Forest.

34. The outstills at and
lie within these blocks.

[Two names.]

Labour force ...	...	...	...	...	...	...	1,200
Population ...	...	...	...	...	...	...	about 2,000

35. Mr. thinks that drinking amongst his coolies has increased, but not amongst the general public. Mr. says there is *less drinking now than formerly*. I quote his words :—

Drinking and drunkenness.

Eight or ten years ago the coolies drank liquor which was either made by themselves or smuggled. In 1878 I started a market place down by the river; but owing to the drunkenness which sprang up my brother and I closed it. *There was no Government outstill at then; consequently the men drank cheap smuggled liquor.*

36. Mr. says that although the outstill is a recent addition to the shops, he does not think it has increased facilities for drink. Mr. thinks facilities have increased, especially in the way of smuggled liquor.

Facilities.

Objectionable sites.

37. Mr. has no objection to any of the sites Mr. thinks (block No. 8) objectionable.

38. Mr. says he has heard of ginger and plantain root being used to flavour the liquor; but neither he nor Mr. have any personal knowledge on this point.

Adulteration.

39. Neither gentlemen attribute their falling off in the musters after hât days to drink. They put it down to other causes, chiefly to fatigue.

Absence after hât days.

Smuggling and illicit distillation

40. Mr. says—

There have been two or three cases of illicit distillation on my garden, and I know that Nipalese liquor is smuggled in.

Mr. says—

Cases have occurred on all the neighbouring gardens and my own, which show that illicit distillation still goes on.

Smuggling has decreased certainly, but illicit distillation I am doubtful of.

Before the outstill system was introduced, every one brewed and drank as much as he chose.

Excise system.

41. Mr. thinks it would be *unwise* to do away with the outstill system.

Mr. says—

It has controlled and checked excessive drinking and drunkenness.

And, again, if the Government control was withdrawn—

Everyone would distill his own liquor. We should go back to the state of things which existed ten years ago, only on a larger scale.

Before the Government outstills were started, there was so much drunkenness that it was objectionable to walk out of my garden premises. I think the system is admirably suited to this district. The outstill tends to keep down smuggling and illicit distillation.

Block No. 13—(three names)

42. The outstill furnishes liquor to the (five names) gardens.

I have already, in dealing with block 1 (a), quoted the evidence of the managers of and in treating of block 11, cited that of the manager of on the general question of drinking and drunkenness. It is here necessary only to state that they raise no objections of any kind to the outstill.

The other managers concerned with this outstill are—

[Two names.]

Mr.'s evidence is particularly valuable, because there is not in the whole district a European who knows the hillman and his language, habits, and customs so well as he does.

Labour force ...	...	...	...	...	...	...	800
Population ...	...	...	...	...	...	...	1,700 to 1,800.

Drinking and drunkenness.

43. All five gentlemen agree that drinking and drunkenness amongst coolies have *not* increased in this block. Mr. adds—

I have only seen two cases of drunkenness during the two-and-a-half years I have been in this garden.

Mr. says—

I see perhaps a man drunk about once in the year, if as often.

There is not as much drunkenness now as there was two years ago. I am certain of this.

Facilities.
Objectionable sites.
Adulteration.
Short musters.

44. There is no complaint in this block of increased facilities. Bengal —con
45. None.
46. No complaints.
47. No complaints.

Mr. says—

• The largest musters are on Saturdays; the smallest on Mondays. Sunday is the *hât* day. The reason of this is that Saturdays are my *advance* days; on Mondays men and women are tired, and do not turn out. I have heard it asserted that *drink* has to do with this. *I know it has not.* It is due to no reason other than the one I have given.

Smuggling and illicit distillation.

48. Mr. says—

Yes; there is smuggling and illicit distillation. Liquor is smuggled in from (Nipal) and I have known it come from (Sikkim). They get it at one anna six pies and two annas a bottle. *They can get as much as they like and whenever they like.*

Excise system.

49. All are in favour of it.

Mr. says—

The system has tended to suppress excessive drinking and drunkenness.

If the price of the Government liquor was raised, it would stimulate smuggling and illicit distillation.

50. Having given the substance of the evidence recorded for each block under each head of enquiry, I will now proceed to apply it to the points noticed in paragraphs 5, 6, 7, and 8 of Mr. Cuthbertson's letter.

51. Excluding the population of the town area, which consists of the usual heterogeneous

Characteristics of the population.

mixture of all creeds and castes, the rural population of the Darjeeling district consists, roughly

speaking, of Nipalese, Bhutias, and Lepchas. With the exception of a very small sprinkling of Brahmans and Chetris amongst the Nipalese, who are non-drinkers, all the remainder, about 80 to 90 per cent., belong to the drinking classes, that is to say, the habit of using spirituous and fermented liquor is hereditary in them and indulged in on all pretexts and occasions. The free use of intoxicants is, in fact, a necessary accompaniment of every important event in a hillman's life. In his own country, either Nipal, Sikkim, or Bhutan, from whose traditions and influences he is not far removed, liquor is brewed in every homestead, and its use is unrestricted and universal.

52. Every witness I have examined on this point, whether European or Native, has said the same thing. The hillman *must* and *will* have his liquor, and he will obtain it by fair means or foul. There is thus a demand—and a very strong demand—for liquor which must be satisfied; and the next question is,—Has this demand been stimulated by the Government system?

53. It is clearly brought out in my enquiry that *prosperity* has generally increased. This is specially the case with regard to the labour force employed in the tea industry.

It is also known that the population has increased enormously.

As regards *facilities for obtaining drink*, we have accurate figures (given elsewhere) and the opinions of the leading planters of the district to show that facilities have not increased, except in blocks 2 and 13; that they have decreased in block 1; and that nowhere have they increased in proportion to the increase of population and prosperity.

54. Given these facts, we have eighteen of the leading planters in Darjeeling stating that drinking and drunkenness have *not* increased, while ten of them testify to a positive *decrease*.

(*Eighteen names.)

I give the names of those gentlemen in the margin.*

Seven managers say drinking and drunkenness have increased. These are Messrs.

Mr., however, blames not the Government system, but smuggled Nipalese liquor, while [three names] are on the frontier and similarly affected by smuggling. This leaves us with three real complainants, *viz.*, Messrs.

As regards Mr., I am positive he has to thank *illicit distillation* and *smuggling* for any increased drunkenness in his garden.

Mr. I have shown to have been wrong on the muster question; and as his conclusions on the question of drinking are at variance with those come to by Messrs. [two names], his immediate neighbours, I cannot help thinking he is mistaken here too.

Mr. says there is a notable increase in drinking and drunkenness, but *does not think his muster is affected by it.*

The weight of evidence is thus very decidedly in favour of the Government administration of the outstill system, showing that not only have drinking and drunkenness not relatively increased with the growth of prosperity and population, but that there is, if anything, an *actual decrease*.

55. The general opinion is that liquor has been taxed sufficiently heavily—indeed, some consider too heavily. Mr., who is the best authority in the district on all matters

The price of outstill liquor.

Bengal —contd. connected with the hill people, says that it is only his *sirdars* and *munshis* who can drink Government liquor. His coolies cannot afford it, and drink *home-brewed* or *smuggled liquor*.

As a matter of fact, this question of the price of liquor is of the utmost importance, and deserves, and seems to me to have received, very careful consideration. Lower the price, and you increase drunkenness; raise it, and you induce illicit distillation and smuggling, and therefore also increase drunkenness. The happy medium seems to have been reached. If there is any error, it is on the side of too high and not too low a tax.

56. In the Appendices A and B will be found statistics under these two heads. Of course these figures represent *detected cases only*.

Illicit distillation and smuggling.

What the actual state of things is may well be inferred from the facilities afforded by the mountainous jungly nature of the country, the nature and habits of the people, and the inducement to deal in contraband liquor afforded by the market difference in prices between the taxed and untaxed liquor.

Darjeeling has Nipal, Sikkim, and Bhutan on its frontier, and in the Appendix E and map (1 inch to a mile) will be found a list of foreign outstills which pour liquor into the district at from $\frac{1}{4}$ to $\frac{1}{2}$ the rates at which it is obtainable from the Government outstills. Make the *price* of the outstill liquor prohibitive, or unduly restrict the supply at those places, and, as Mr. and others have said, you will have the frontier *lined with liquor shops*, and such an increase of drinking and drunkenness as in its worst days Darjeeling never saw.

Adulteration.

57. I have obtained no proof or even reliable information that the outstill liquor is adulterated.

58. This is a harmless—nay, wholesome—beverage, and the weight of opinion is strongly in favour of a relaxation of the present limit of 4 seers, and of allowing families to brew up to 12 seers as before.

Pachwai.

There is no question that its alcoholic strength is enhanced by prolonged fermentation, and it is by no means impossible to get intoxicated from a sufficiently large allowance. But it is wholesome, fattening, and said to be ment and drink when used in moderation.

59. To sum up, I find that in the rural tracts of the district visited by me, and as regards the tea industry lying in that area, the applicability of the Government outstill system to the peculiar circumstances of the district is fully vindicated. There is, if anything, an actual decrease in drinking and drunkenness, this being due to the check imposed on excessive drinking, illicit distillation, and smuggling.

60. As regards the Darjeeling town, a different state of things exists. There is not only the outstill supply of country liquor, but the imported liquor shops from which the existing needs of the people are served.

I have examined two of the oldest residents in Darjeeling on the question as far as it relates to the town.

Mr. speaks as follows:—

More drink is consumed now than formerly. Where there were 10 men before, there are now 100. This is the reason. Drinking has principally increased amongst the Bhutias and the Nipalese in the town, but not amongst the *latter in the rural tracts of the district*. I attribute this not to the country liquor, but to the imported liquor shops. There is certainly more drunkenness, but for the same reasons, *viz.*, increase of population and increased prosperity. I have noticed it amongst Bhutias and the Nipalese servant class. I attribute this to the fact that they are overpaid and underworked. Drunkenness in the town is more apparent now owing to the licensees permitting drinking on the premises. The natives *will* have liquor, and any restriction on the Government supply of liquor will conduce to illicit distillation and smuggling. Every nation has its home liquor. The Nipalese, Lepchas, and Bhutias are hereditary drinkers. They drink at all festivals and domestic events, and have always done so. I have been in the Darjeeling district since 1860, and have had experience in tea and trade, and mixed freely with the people. I am certain of this that liquor is not sold at more places now than it was 30 years ago. There were numbers of illicit stills on those days for which Government shops have now been substituted.

Mr., another well-known gentleman, whose acquaintance with Darjeeling dates back to 1856, says:—

I think there is more drinking and drunkenness amongst the Bhutias, Lepchas, and others in the bazaar on Sundays, *chiefly in the imported liquor shops*. The Bhutia porters and dandiwallas are overpaid and underworked, and this is really at the bottom of much of the drunkenness in the bazar.

61. In Appendix C are the figures showing the number of cases in which persons have been punished for drunkenness in Darjeeling from 1879 to 1888. It will be seen that there was a decided increase in the years 1883 and 1884, for which a good reason can be ascribed. In 1886-87 and 1888 the number is less than in 1880, and very little over the figures for 1881 and 1882; so that, as far as these statistics go, there has been no appreciable increase in cases of drunkenness.

No. 70-E., dated ^{8th}/_{10th} October, 1889.

From—A. EARLE, Esq., Covenanted Deputy Collector, Kurseong.

To—The Deputy Commissioner, Darjeeling.

In accordance with your verbal order, I have the honour to submit herewith a report upon the questions raised in Government letter No. 506-T. F. (Financial Department), dated 25th June 1889, upon the same lines as that already sent in for the Terai.

1. I would preface by saying that there are many points touched upon in that report **Bengal - contd.** which it would be needless to repeat in this. For example, I have there explained that the statistics, by reference to which we are called upon to answer paragraph 5 of the Government letter, are quite unreliable. I have also at the end of that report made some suggestions on miscellaneous excise matters, which apply equally to Kurseong as to the Terai. Upon these points I shall not further comment unless the evidence adduced in the Kurseong jurisdiction renders notice necessary.

2. With reference to paragraph 5 of the Government letter, a glance at table A will show that shops in the Kurseong jurisdiction have decreased in number during the last ten years. In 1878-79 there were nine shops, of which five were old and four newly opened that year. It is difficult to understand why Murma (Baikul) was opened, for Namsu, a site in a large bazar, was in existence at the time, and only $1\frac{1}{2}$ miles off. Both this site and Nahore, opened in the following year, were doomed to speedy closure, presumably on account of their proximity to this important centre. The opening in this year of Ghoomti, a rising bazar, was to be followed in the next by the closure of Ghyabari. The latter, before the opening of the railway, was the chief halting-place between the plains and Kurseong on the hill cart-road, but is at the present time a mere village. Both Phuagri hāt and Dudhia, opened this year, were apparently started when the road from Panighata *via* Namsu to Sonada was opened up and closed in 1879-80 and 1880-81, respectively, when the Darjeeling-Himalayan Railway rendered this route superfluous. Shoirini, opened in 1882-83, has taken the place of both, paying a revenue more than equivalent to that of the two shops combined. In 1879-80 Namsu was closed for two years, presumably consequent upon the opening of Nahore in this, and Murma in the preceding year. In this year, too, a new shop was opened at . . . , which is still in existence. It is not easy to understand why this latter was considered necessary, as it supplies only one garden (.....), and is not within easy distance of any bazar. The manager of . . . , whom I consulted, objects to it on the ground that his coolies, who patronize Kurseong bazar, and could get all the liquor they require from there, are, on their return home on market day, unnecessarily exposed to the temptation of drinking. I am of opinion that the shop should be abolished as being superfluous and not amenable to easy supervision. In 1880-81 Phuagri hāt was, as stated above, closed, while in 1881-82, in addition to the closure of Murma, Nahore, and Dhudhia, already commented upon, Chatakpur was permanently abandoned. The latter was in pre-railway times an important halting place between Sepoydhura and Sonada for traffic from Pankhabari and the plains. On the abolition of Murma and Nahore in this year, Namsu again came under settlement. The year 1882-83 saw the opening of Shoirini, already explained, while the necessity for a shop somewhere between Ghoomti and Salbari, a distance of 21 miles along the hill cart-road, gave rise to Tindharia. In 1883-84, Ghoomti, which had been closed for one year, was re-opened. In 1884-85 Shoirini was not settled, and remained closed until 1887-88. In 1885-86 there were no changes, while in 1886-87 the Tindharia shop was removed to Chunbhati at the request of the Darjeeling-Himalayan Railway Company. In 1887-88 Shoirini was re-opened, probably due to the fact that such a shop was needed to prevent smuggling from Nipal. No further changes occurred until the present year, when Namsu was closed, the upset price not having been obtained at settlement.

3. From the above brief history of the Kurseong outstalls, it will appear that the Excise Department have been careful to abolish unnecessary sites, and that the general tendency has been to reduce the number. As it has not been contended that the population has decreased, no further explanation with regard to the number of shops seems called for.

4. The evidence of the Terai planters left no manner of doubt that the population had greatly increased; that of the Kurseong planters examined is negative. The majority say that the population has not increased. One gentleman says that he has employed more labour in proportion as he has extended his garden, while another says that he employs 300 coolies less than some years ago. There is something to be gathered from each of these statements. Many of the Kurseong gardens being old established, extension of cultivation in those parts has probably given employment to a considerably fewer number of coolies than in the Terai. Improved machinery has certainly enabled planters to dispense with a large number of male coolies who were formerly employed as tea-makers, and who received higher wages than those employed in extending cultivation or picking leaf. The saving thus effected has without doubt contributed to reduce the cost of production of tea from 8 to 6 annas per pound. With regard to the labourers now working on the gardens, there are several interesting points to note. About 13 years ago there were scarcely any women and no children employed, as a strict cordon was placed along the Nipal frontier in order to prevent the emigration of women. This check has since been removed, the result being that at present by far the larger proportion of labourers on each garden are women, while children in considerable numbers also obtain employment. What has become of the large number of men who have been ousted can only be surmised. Many have doubtless found employment on the hill cart-road under the Darjeeling-Himalayan Railway Company; others have gone to the Terai, and many live idly upon the gains of their families. It is therefore probable that, family by family, coolies are much more prosperous than some years ago.

5. It is not asserted by the majority of the planters examined that this increase of prosperity has led to an increase of consumption among the mass of coolies. A certain increase of consumption, however, is said to have taken place owing to the restrictions placed upon the

Bengal —contd. home manufacture of janr and marna under orders of the Board of Revenue,* and it would also appear that the better-paid classes of coolies drink more than formerly.

6. Table B, statement I, gives outturn in Kurseong for the last two years. I have explained in my previous report that I place no reliance upon these figures. With regard to statement II of the same table, they correctly point out, I think, that the cheaper kinds of liquor have increased in price, but are evidently inconsistent in showing that the dearest class of liquor has cheapened. It is stated by two liquor shopholders of much experience in the trade that 13 years ago only marna, makai, and rice were used in the manufacture of liquor. They say that the spirit made from these grains and sold at a uniform rate of eight annas per bottle was of greater spirituous strength than liquor now derived from mahua and gur, and sold at a similar price. I have not been able to obtain satisfactory evidence to show that mahua and gur produce more or less spirit than the grains abovementioned, or that their gradual introduction has any connection with the increase of price of liquor. I have, however, the fact that these two persons remember that liquor increased in price as those substances became generally used. The increase of price is ascribed to the higher fees paid to Government for licenses.

7. From the above considerations I conclude that the increase in the revenue from Rs. 6,057 in 1878-79 to Rs. 14,520 in 1888-89 has been due in chief to keener competition among the purchasers of licenses. It would also appear due in some measure to increased prosperity and population, as well as to an increased consumption of outstill liquor consequent upon the restrictions placed by the Board upon the home manufacture of marna and janr. It would certainly appear that keener competition was the chief cause, for, although the consumption of liquor seems to have increased but little, the revenue steadily rose between 1878-79 and 1884-85, after which year it fell for two consecutive years about Rs. 2,000, again rising in 1887-88 to Rs. 13,020 and in 1888-89 to Rs. 14,520.

8. With regard to the average price at which liquor is now sold in proportion to its alcoholic strength, it may be taken that liquor of 70° to 75°, 50° to 55°, and 30° to 35° under-proof sells for 4 annas, 8 annas, and Rs. 1 a bottle. It will be seen by a reference to table D that only one planter of the fifteen examined has of late years heard of a case of illicit distillation. As explained in my Terai report, I think there would be no danger of increased illicit distillation if the price of liquor were to some extent raised, and the same remark applies equally to Kurseong. As regards smuggling, Mr. . . . of . . . , a garden which is partly supplied by . . . outstill, says that during his stay there of 15 years he has noticed that the coolies have no difficulty in procuring liquor from Nipal. The smuggling in this direction may be due to the shop not having been continuously open, but it may be also owing to the fact that Mr. . . . has not taken such an active part in preventing it as Mr. . . . of Liquor being twice to four times as cheap on the other side of the Mechi, the temptation to smuggle has apparently been too great. Hence, as regards the frontier shops, such as the one just mentioned, I could not advocate a system under which liquor would be dearer than it is at present. With respect, however, to the rest of Kurseong, where there would be but little or no danger of smuggling, I think it would be beneficial to raise the price of liquor, provided the present restrictions upon the home manufacture of marna and janr be removed. The coolie population in this part consists almost exclusively of Nepalese. Although in their own country they are allowed to distil unmolested, they are far more attached to marna than to distilled liquor. The ordinary Nepalese coolie cannot be said, as the Dhanger in the Terai, to be addicted to outstill liquor. Doubtless he both makes and buys it in his own country, where there is no excise on liquors of any description, but his customary and favourite drink is marna. In British territory it is not the ordinary coolies so much as the better-paid tea-makers and chuprassis who buy the outstill liquor. On certain occasions, such as marriages and deaths, doubtless this liquor is desired by any who can afford to pay for it, but at such times I do not think it would be any hardship if purchasers had to give a larger price. In general, the additional tax would only fall upon those classes who could well afford to pay it, and the ordinary coolie, if allowed a reasonable limit of marna, would be further removed than he is at present from acquiring a taste for distilled liquor. There would be no difficulty, as far as transport is concerned, in supplying all the existing sites with liquor from a central distillery, or with country-manufactured rum imported from Calcutta or elsewhere. The sale of the latter liquor would, as I have shown in my Terai report, be acceptable to the planters of this district.

9. Having collected some evidence on the subject of the manufacture of rice and marna-janr since writing my Terai report, I will briefly describe the process. The marna or rice is first washed in water. It is next boiled, and then spread upon a mat, until it becomes tepid. Bakhar is then sprinkled over it, after which it is 'mulled' and put into a basket for two or three days. After this it is to some extent fermented. So far the process is the same for both the grains. If the substance fermented be marna, it is sometimes eaten in this state, but generally is put into a *chonga*, and hot or cold water added. In the latter case the juice is sucked through a tube attached to the *chonga*. If further fermentation of marna is desired, it can be kept in the basket for many days without becoming bad, and then drunk as above described. Rice-janr cannot be kept in baskets for more than two or three days without going bad. If this substance is being prepped, or if marna-janr is to be kept for one or more months, the fermented stuff is placed in a *gharra* or other tightly closed vessel, and there remains from one to six months. The substance will have increased in spirituous strength in proportion to the duration of the fermentation process. On being

* Board of Revenue's order of March 1882 (protested against by Mr. Wace, the then Deputy Commissioner) restricted the home manufacture of pachwai to 12 seers, while Circular No. 3, dated November 1888, further restricted it to 4 seers.

removed from the *ghaira* or other vessel, rice-janjir is often eaten without the addition of water. Bengal—*contd.* If, however, it is desired to draw off the alcohol, the substance is placed in a large funnel, hot or cold water is added, the liquid drawn off, and the rice thrown away. If a large funnel is not to hand, a piece of muslin serves the same purpose. If it is *marua-janjir* which has been removed from the closed vessel, it can be, but is seldom, eaten without the addition of water. It is generally placed in a *chonga*, and the alcoholic liquid sucked through a tube.

10. Mr., a gentleman who has been interested in the tea industry since 1860, considers the restrictions placed upon the home manufacture of *marua* impolitic. He states:—

The Government policy has tended to make those who only cared for *marua* take to outstill liquor, as they have not been allowed to brew sufficient *marua*.

Mr. thinks that coolies, being afraid to brew *marua* at home, get no alcoholic liquor all the week; hence on *hât* day they are led to drink more outstill liquor than is good for them. He considers this abstinence all the week and consequent excess on leave days has been harmful.

Mr. considers the restrictions placed upon *marua* have driven coolies to take to outstill liquor, as they are now afraid of making any *marua* at home.

Mr. says that his coolies are afraid to make *marua* now-a-days, and that the result has been a larger consumption of outstill liquor.

Mr. makes precisely the same statement as the last-named gentleman, adding that his coolies never got drunk on *marua* in former times.

Messrs [two names] would wish the present restrictions on *marua* removed.

There is only one shop for the sale of *marua* in the Kurseong jurisdiction, and this is at Kurseong itself. Practically only the coolies of the adjacent gardens are able to obtain *marua* here. The general opinion of sirdars is that the restrictions on *marua* are irksome, and that coolies are now afraid to make it from fear of prosecution. I need make no further comments with regard to the home manufacture of these beverages, as I have discussed the subject sufficiently in my Terai report.

11. Passing to the subject of adulteration raised in paragraph 6 of the Government letter, Mr. has heard that *surti* (tobacco) is added. He thinks that the fact of coolies who can afford to spend but little on liquor getting drunk very quickly points to adulteration. Mr. believes that *surti* (tobacco) and pepper are added. Mr. believes the liquor is adulterated, as otherwise he cannot account for the mad state the men get into who drink it. He thinks tobacco and *dhatara* are commonly used. I have sent specimens of liquor collected from the four principal shops in Kurseong for analysis to Calcutta. They were all sent to me by planters at my request. I will communicate the contents of the Chemical Examiner's report as soon as I receive it.*

12. Passing to paragraph 7 of the letter under reply, it will be seen from table D that only 3 out of the 15 planters examined state that both drinking and drunkenness have increased. I will criticise their evidence first.

13. Mr. says that the increase of drinking of outstill liquor among his coolies is due to increased prosperity, and also to the fact that restrictions placed of late years on the home manufacture of *marua* have driven coolies to take to outstill liquor. The first part of Mr.'s statement may well be true as regards his particular garden. He is one of the only two planters examined who have raised wages. His immediate neighbour, Mr., has lowered rates by as much as Mr. has raised them. With regard to drunkenness, which he says is more marked than the increase of drinking, Mr. says that his higher-paid servants have taken to imported liquors, such as brandy, gin, and rum, owing to increased prosperity and to the above-mentioned restrictions on *marua*. This statement does not affect the question of outstill liquor, but goes to bear out my contention that the better-paid classes who drink it could easily afford to pay higher prices. Mr. goes on to say that in consequence of a greater consumption of distilled liquor, his headmen have deteriorated morally and materially.

13(a). Mr. ascribes the increase of drinking to cheapness of liquor and to the establishment of still in close proximity to his garden. He says that his coolies get less wages than formerly and drink more. With regard to the first point raised, I have, in answer to paragraph 5, explained how liquor has increased in price in the last ten years, but I agree with Mr. in thinking it still too cheap. As to the second point, Mr. has since modified his opinion, and stated:—

I find on further enquiry that the coolies drink more largely than I had fancied, and this being the case is not so objectionable a site as I thought. I would prefer it, however, further off my garden.

As previously explained, this shop was opened after the neighbouring still at was closed at the request of the Railway authorities. I am unable to see how a shop could be dispensed with altogether between and a distance of 21 miles. Although Mr. agrees with Mr. that drinking and drunkenness

* The Chemical Examiner in his Nos. 930A., 945A, and 946A, dated the 21st and 25th October, to my address, states that no *dhatara*, Indian hemp, opium, or *nux vomica*, have been found in any of the specimens submitted by me to him for examination.

† A later report from the Chemical Examiner states that no tobacco has been detected in any of the samples submitted.

lengal —*contd.* have increased, partly owing to the establishment of , their immediate neighbours, Messrs. [two names] raise no sort of objection to this shop. This site will, owing to a recent landlip, have to be changed. When this is done, Mr. might certainly be consulted, but I fancy that better supervision and the raising of the price of liquor would be the true remedies for the evils which he and Mr. have noticed.

Mr. thinks that drinking and drunkenness have increased among the better-paid servants of the estate owing to the establishment of I have already sufficiently discussed the question of this site.

14. The next witnesses, whose opinions on the subject are less pronounced, are five in number :—

Mr. a garden within easy reach of the still, says that neither drinking nor drunkenness here has increased among his coolies. He has noticed, however, an increase of drunken persons passing his house on Sundays. He thinks three out of every nine of such persons would be of the *Mehler* caste, whose pay, he says, has increased from Rs to Rs10 up to Rs10 to Rs12 per month. He thinks that the imported liquor shop, which does a rival trade with the outstill, is equally responsible for this increase. He believes that the railway servants, whose pay is high, have induced others to take more distilled liquor. This evidence again points to the fact that outstill liquor is not sufficiently taxed.

Mr. ascribes the increase of drunkenness solely to the fact that the restrictions placed on the home manufacture of *marua* and *janr* have prevented coolies from brewing these substances. He argues that having become by the force of circumstances total abstainers all the week, coolies have taken to excessive drinking of outstill liquor on leave days.

Mr. says that neither drinking nor drunkenness has increased on his garden, but that he has noticed more drunken persons on the hill cart-road on Sundays. He thinks this increase is due to larger wages earned upon the hill cart-road by servants of the Darjeeling-Himalayan Railway, and in this respect corroborates Mr.'s evidence.

Messrs. [two names] make precisely the same statement as the last witness.

Mr. at first ascribed the increase of drinking among his coolies to an increase of stills, and quoted as an instance of a recently established shop. On being informed that the site had been in existence since at least 1867, he said he thought drinking had become more of a custom among the coolies. Mr. has not noticed any increase in drunkenness.

15. There remains the evidence of seven witnesses, who say that drinking and drunkenness have not increased, or have decreased :—

Mr. thinks that those who get drunk now-a-days become more thoroughly intoxicated than they did in former years. He thinks this is due to the liquor of the present day being much more powerful than that formerly sold. He ascribes the increase in spirituous strength to the use of *mahua* in manufacture. I have already shown that liquor now sold is weaker in spirituous strength in proportion to its price than it was formerly. Mr.'s statement would therefore seem to point to adulteration. This gentleman says he would like to see all outstills closed unless the liquor sold be a good deal less intoxicating than at present. The remedy I would suggest is the same as that previously mentioned—the raising of the price of outstill liquor, and the closer supervision of its quality.

Mr., who has been years in the tea industry, is decidedly of opinion that drinking and drunkenness have not increased. Mr., who has had years' experience, has noticed no increase. Mr., who has years' experience, gives evidence to the same effect, but says there always has been some sort of disturbance at on Sundays on account of drunkenness. Mr. thinks drinking has decreased, and that there is no increase of drunkenness. Mr., speaking of Kurseong and the Terai, says :—

Taking a general view, I do not think there has been any increase of drinking either among the coolies or the general population. I do not think there is more drunkenness than there used to be, but I do occasionally on Sundays notice drunken people on the cart-road between and

Mr. does not believe that there is a real craving for outstill liquor among the Nipalese coolies, and thinks that they really require it only for festivals. Mr., of ten years' standing, states that he has noticed no increase of drinking, and does not think that drunkenness has increased.

16. There are very few native gentlemen in Kurseong. Of these I examined six. It will be seen by a reference to table E that four of the witnesses examined were questioned upon the manufacture of *marua*, and the prices of and average strength in proportion to prices at which outstill liquor has been sold. Babu thinks that both drinking and drunkenness have increased. He ascribes the increase to increased facilities, as instances of which he quotes (names of three outstills). With regard to , I have, in my No. 4-1-E, dated 20th August 1889, to your address, recommended its closure after making careful enquiry from all the neighbouring planters. The grounds of my recommendations were—1stly, that the shop was not in a sufficiently large bazar to justify its existence; 2ndly, that

the coolies of all the gardens affected by it patronized Kurseong at their weekly bazar; 3rdly, Bengal that they could without difficulty obtain their liquor from Kurseong; and 4thly, because this shop offered an unnecessary temptation to drink to coolies returning home along the hill cart-road after having been to bazar. This shop is a survival from the pre-railway times when a large traffic was carried on between the Terai and Darjeeling *via* Pankhabari and Kurseong. It was then an important halting-place, and on the making of the line became the headquarters of the railway staff. It is now merely a small village. With regard to I have, in answer to paragraph 5 of the Government letter, recommended its closure as being superfluous, while with respect to I have explained that the shop was transferred here after the decline of bazar. It is now a very considerable market, and the liquor-shop supplies a considerable number of important gardens. I do not see how it could be dispensed with without fear of increased illicit distillation. Closer supervision and the raising of the price of liquor will, I feel confident, prevent it from becoming harmful in the future. The evidence of Babu, who says that drinking and drunkenness have not increased, does not call for criticism.

17. The evidence of the coolie sirdars, a summary of which is given in table F, does not require detailed notice. The main points brought out are that the majority of coolies drink outstill liquor; that none of the non-drinking classes have taken to drinking; that short musters after hât days are chiefly due to fatigue on the previous day; that there is much more drinking in Nipal (where there is no excise) than in this country; and that the home manufacture of janr has almost ceased.

18. Turning now to the results of my examination of *haziri* books, an abstract of which is given in table G, I would point out that not a single planter alleges any increasing percentage of absentees after hât day for any reason whatever. Eight out of the fifteen examined have stated that there is, and always has been, a certain proportion of absentees after hât day, but no one asserts that this is due to drink alone. Three gentlemen say that drink is only one of the causes; two say it is due to fatigue, over-eating, and only slightly to drink; while the remaining three say it is due entirely to fatigue.

19. In examining the *haziri* books, I have in some cases contrasted the attendance on the days after hât day with the average daily attendance for the month, and in others with the average attendance of the week. In the case of the garden, which is actually within Kurseong town and near the outstill, a calculation for the four years 1884 to 1888 shows that the attendance on the day after hât day is generally better than the average daily attendance. Out of 190 Mondays, where a calculation has been possible, the attendance was in 117 cases greater than, in 6 equal to, and in 67 less than, the average daily attendance of the month.

At , of 104 Mondays, in 25 cases the attendance was greater than, in 3 equal to, and in 76 less than, the average daily attendance of the month.

At garden, which is close to Kurseong, out of 208 Mondays, in 118 cases the attendance was greater than, in 2 cases equal to, and in 88 less than, the average daily attendance of the month.

At, out of 52 Mondays, in 11 cases the attendance was greater than, and in 41 less than, the average attendance of the week.

At, out of 104 Mondays, in 48 cases the attendance was greater than, in 2 equal to, and in 54 less than, the average attendance of the week. This garden reminds me of the curious fact that many planters believe that they always have a short muster after hât day, while an inspection of their books generally proves that there are a considerable number of such days when the attendance has been better than the average. For example, in the case of, the manager confidently believed that he invariably had short musters on the day following hât day. When, however, we examined his books for 1887-88, he was extremely surprised to find that there were just as many Mondays when the attendance was greater as when the attendance was less than the average.

At, out of 104 Mondays, in 33 cases the attendance was better than, in 3 equal to, and in 68 less than, the average attendance of the week.

Finally, at, out of 103 Mondays, in 67 cases the attendance was better than, in 1 equal to, and in 34 less than, the average attendance of the week.

20. To sum up, then, upon the question of drinking and drunkenness, I think it is clear that no proof of an increase can be found from the examination of the *haziri* books. To revert, therefore, to the evidence of the planters, it appears that several of them are deeply impressed with the belief that many coolies, who would not otherwise have done so, have taken to outstill liquor in consequence of the restrictions placed upon *marua*. This would seem to have been the result of the 12 seers' limit ordered by the Board of Revenue in 1882, and protested against by Mr. Wace, then Deputy Commissioner of Darjeeling. However this may be, the evidence of both the planters and sirdars leaves no doubt in my mind but that the 4 seers' limit ordered at the end of last year has already in many parts entirely checked home manufacture, and will, if left unrepealed, continue to have the effect of causing a larger consumption of distilled liquor. With regard to drunkenness, it seems to me that

Bengal —contd. an increase of this vice among the mass of coolies is not proved by the evidence. It appears, however, that there has been an increase among the better-paid classes of coolies, such as tea makers and chaprassis, as also among highly-paid railway servants. It is probable that the Mehter caste, who now obtain considerable wages in the hills, is also inclined to err in this direction. The increased drunkenness among those classes is certainly due to increased prosperity, which enables them to buy more liquor, although it has increased in price. It certainly cannot be ascribed to increased facilities. The only new shops in the last eleven years are (four names) while seven have within the same period been closed. I have already suggested the closure of as a superfluous site, while I have fully discussed the probable necessity of retaining the three latter.

21. With respect to paragraph 8 of the Government letter, I have little to add to what I have already written. A map and plan have been prepared on the same lines for Kurseong as for the Terai.

22. has been temporarily closed, the upset price not having been obtained at settlement. It is impossible to decide upon the advisability of keeping this shop closed without waiting to see what effects the closure may have.

23. Of the existing six sites, I have recommended the closure of and for reasons given in the course of this report. There remain (four names). With less than these, I think danger of illicit distillation and smuggling would arise.

24. In conclusion, I would again note that I repeat with regard to Kurseong the suggestions on miscellaneous excise matters which I made at the end of my Terai report. Both for Kurseong and the Terai I should be glad to see a more carefully prepared liquor sold at a higher price by the introduction of the central distillery system or by the vend of country-made rum. This recommendation, as I have explained, applies to all tracts at a considerable distance from the frontier. With regard to the frontier areas, it would be advisable to let the outstills remain where they are, at any rate for the present.

No. 69-E., dated 1st October, 1889.

From—A. EARLE, Esq., C.S., Covenanted Deputy Collector, Kurseong,

To—The Deputy Commissioner, Darjeeling.

In compliance with your verbal orders, I have the honour to submit herewith a report containing the result of the enquiries which I have made in the Terai with regard to the points noted in Government letter No. 506-T. F. (Financial Department), dated 25th June 1889.

1. Referring to paragraph 5 of the said letter, the table A, herewith annexed, shows the number of shops open and the total revenue collected in each year beginning from 1879-80, up to and inclusive of the current year's settlements. It will be seen that Pankhabari, Rohini, and Sevoke have been entered among the Terai shops. This has been found more convenient, inasmuch as the areas supplied by these shops include large tracts of country within the Terai jurisdiction. A glance at this table will show that the number of shops has varied but slightly. In the year 1879-80 two shops were opened, viz., and The former was, as reference to the map will show, probably considered necessary as an outpost against the invasion of cheap liquors from the Nipal Terai. was opened at the request of Mr. at the time that he developed. This was admitted by him in his evidence before me. In 1880-81 Rohini was opened. This was an old site, and the shop had been opened and re-opened several times since the year 1867-68, while the re-opening of Korabari was evidently an experiment only, as the revenue collected from it in the year in question amounted to Rs. 28 only, and it was closed for good in 1881-82.

2. In 1881-82 three shops, viz., (three names) were permanently closed, while the working of and was temporarily suspended. A glance at the map, herewith submitted, will show the positions of the three abandoned sites, and suggest the probable reason for the closure of the two former, viz., the fact that the areas which they supplied could be served by the neighbouring stills at and In 1882-83 gave place to on the change of the sub-divisional head-quarters to the latter place. In 1885-86 a new shop was opened at In 1886-87 one was opened at in the extreme south of the Terai, but in the following year the site was abolished, while was re-opened. From this time the number and sites of shops remained unaltered until the present year, when and were closed, the upset prices not having been obtained at settlement. The number has thus been reduced to two less than that of 1879-80. From the above brief history of the Terai shops of the past eleven years, it is clear, I think, that as regards the number of shops no explanation, even apart from the consideration of the increase of the drinking population, is called for.

3. With regard to the next point to be considered, I would submit that the only solid facts to be obtained are that the revenue has increased from Rs. 17,081 in the year 1879-80 to Rs. 45,012 of last year (1888-89) and Rs. 29,744 of the current year, while it is admitted

by every planter examined on the subject that a very large drinking population has found its way into the Terai within the last ten years. Whether this influx of foreigners, who are admittedly addicted to drink, as well as certain other causes, accurately accounts for the increase in the revenue, it is impossible to say, as we have not sufficiently correct figures, I submit, upon which to form a sound judgment. The other causes to which I have alluded are the natural increase of the resident drinking population, probable keener competition among the purchasers of outstill licenses, a larger supply of outstill liquor required by the population in consequence of the restrictions placed upon the home manufacture of fermented liquors, such as *marua* and *jaur*,* and increased prosperity.

4. To enable us to arrive at a just conclusion, we should have had in our hands a correct statement of the outturn of outstill liquor for the year 1879 and a similar statement for the year 1889, together with accurate estimates of the increase in population, and of the average alcoholic strength of and the price at which the liquor in proportion to its alcoholic strength has been sold. With regard to the outturn, we have figures only for the last two years (*vide* table B). It would be rash, however, to place much reliance upon these, inasmuch as they are calculated upon the quantity of materials used in manufacture, and the vendors from whose books these figures were collected are known to have much understated them in order to show that their sales were not as great as they really were. This is borne out by the fact that since the still capacities of shops have been rigidly fixed by calculation based upon those figures, the vendors have in many cases come forward to say that they cannot work their shops with the sanctioned still capacities except with the greatest difficulty. It is probable that the statistics of outturn collected in the present year will be more accurate than any hitherto compiled.

5. With regard to the figures showing the increase of population (figures for which are given in table C), the only first-hand evidence that we have is the statements of planters that there has been a very large incoming to the Terai of foreigners addicted to drink. With respect to figures showing the average price at which liquor has been sold in proportion to its alcoholic strength (for which figures are given in table B), I beg to submit that it has been shown by experiments that the strength of liquor at the different prices quoted varies in each shop from day to day, and that no two shops sell liquor of the same strength at the same prices. Hence, though from time to time liquors have been tested by the excise darogah at the various shops, the figures collected by striking an average for each year would form a very uncertain basis upon which to form an opinion as to whether liquor has increased in price or cheapened.† Having thus shown that I am not in a position to give an accurate opinion, and that I am proceeding by inference, I would invite attention to table A, which shows a greatly increased consumption of liquor since the year 1879. This fact is fully supported by the statements of planters, the two senior members of whom have been specially questioned on this point. Mr., a planter who has been connected with this district since, states that he believes there were very few Dhangers from Chota Nagpur—a class of coolie whose increase has been very specially revealed in the course of this enquiry—in the Terai before 1880, while Mr., who has been connected with the tea industry in this district since, thinks that they began to come in either in 1875 or 1876. The census papers for 1881 show that there were only 594 Dhangers in the Terai in that year. Reading Messrs. 's evidence together with the census figures, it would seem that the former is more likely to be correct. Taking it, then, that there were about 594 Dhangers in the Terai in 1880, the evidence of managers who have returned answers to questions put to them on this point shows that their number has now increased to about 8,581 in the gardens under their control. It is presumable that the number of this class of coolie has also proportionately increased in the gardens, the managers of which have returned no answer to my enquiries. The Dhangar is described by all as a hard drinker, and it appears that he brings the habit of drink with him from Chota Nagpur. He is poor in his own country, and is glad to expend a large portion of his increased earnings here in drink. He is nevertheless an excellent worker, and bids fair in the future, by reason of his supporting the climate far better and propagating more freely than the Nipalese, to oust the latter from the Terai. Though the Dhangers have, it would appear, increased in far greater proportion than the Nipalese, it is presumable that the latter (who also all drink, save the few Chetries and Brahmins who are interspersed among them) have also increased considerably, inasmuch as more labour has year by year been employed by the various gardens.

6. The census of 1871 showed a population for the Terai of 47,000 odd, while that of 1881 showed an increase of about 16,000 upon that number. I imagine we may fairly accurately put down the present Terai population at 90,000. Out of the total number of 63,000 shown in 1881, 30,000 odd were found to be Rajbunsis, a non-drinking caste, while out of the remaining 33,000, another 5,000 may be supposed also to have been non-drinkers. This leaves a balance of 28,000 as the drinking population for the year 1881.‡ The 35,000

* Board of Revenue's order of March 1882 (protested against by Mr. Wace, the then Deputy Commissioner) restricted the home manufacture of *pachwai* to 12 seers, while Circular No. 3, dated November 1883, further restricted it to 4 seers.

† The average struck shows that liquor has slightly increased in price.

‡ In speaking of the drinking population, I include in it women and children, as I consider it would be impossible to even guess what percentage to deduct on account of non-drinking women and children. Whatever was supposed to be the case years ago, Nipalese women as a fact drink, while children as well as women among the Dhangers are paid to drink.

Bengal —contd. non-drinkers may be supposed to have increased to 40,000, while the 28,000 representing the drinking population may be presumed by natural increase and by the influence of foreigners addicted to drink to have increased to about 50,000. Roughly speaking, then, I should submit that we might conclude that the drinking population has increased in the last ten years by 75 to 100 per cent., while the unaccounted for increase in the revenue might be ascribed to increase consumption consequent upon increase prosperity and the restrictions placed upon the home manufacture of *marua* and *janr*, and to keener competition among the purchasers of licenses. It would certainly seem that keen competition contributed to raise the revenue in 1883-84 to the highest point it attained in the ten years under review, inasmuch as after that year it fell considerably until 1887-88, although the drinking population was increasing steadily each year. It would seem that in the year 1883-84 the license-holders had paid more for their licenses than they could afford, and that the reaction came in the following three years until the increase of population again enabled them to pay almost as high fees as in 1883-84. From these considerations I think it would be difficult to conclude that Government has stimulated the natural demand of the drinking population, but that it might be inferred that it has been forced to afford increased supplies of liquor to meet a largely increased demand.

7. With respect to the average price in proportion to its spirituous strength at which liquor is sold,* it may be taken that liquor of about (generally a little under) 70°, 50°, and 30° under-proof is sold for annas 4, 8, and ₹1 per bottle respectively. Many sirdars have stated that Nipalese distilled liquor is about four times as cheap as the cheapest liquor we supply in the Terai, while others have stated that it is not more than half again as cheap as the cheapest kind sold here. It is satisfactory to hear from Mr....., who lives near outstill, that smuggling is now fairly kept in check in his garden owing to the continued existence of the outstill since 1879-80, it being the interests of the licensee to pay for information against smugglers. On the other hand, Mr., says with regard to shop further north on the frontier that during his stay of fifteen years he has found that coolies have no difficulty in procuring liquor from Nipal; while Mr., says liquor is brought over from the Nipal side of the Mechi every day in the cold weather, but adds that smuggling has generally decreased. Hence, as regards the frontier shops, such as and I think it would be dangerous to increase the price of liquor. With regard, however, to the shops in the interior of the district, I think that Government could safely and with beneficial results to the coolie population enhance the price, provided that the present restrictions on the home manufacture of *marua* and *janr* be removed. There was at one time a good deal of illicit distillation in Kurseong and the Terai, but I think that a series of well-aimed prosecutions has instilled such a fear of the law into the sirdar class that there would be little fear of its revival. I think that it would be a salutary check on the tendency which the Dhanger coolie in particular shows to get intoxicated, and a benefit to all classes of drinkers if we could raise the price of the cheapest liquor sold at 75° under-proof from 4 annas to at least 6 annas per bottle. If this were done, we might supply the people with a better quality of liquor than at present, either by the introduction of the central distillery system or by the importation of rum. In either case we might convert the present sites in the interior into places for vend, and leave outstill shops along the frontier only. With regard to the effect of rum on the health of the Dhangers and Nipalese coolies, I would point out that almost every planter in the Terai gives rum to the coolies medicinally—in times of cholera it is regarded as a great preventive—and in cases of over-fatigue or excessive work on wet days.

8. The following are the results of the testing of some country-manufactured rum brought by the vendor from Ahmuty & Co.'s, Calcutta, and purchased by me at his imported liquor shop at Kurseong on two different occasions. Both the bottles were sold for ₹1, but their alcoholic strength differed by 10 degrees. The first bottle being 30° under-proof was slightly cheaper than the outstill liquor sold at the same price, while it only gave 2½ bottles of a mixture at the same alcoholic strength as our 4-anna liquor. The second bottle was 40° under-proof. The liquor was rather dearer than the ₹1 outstill liquor, and gave 1½ bottles of a mixture at the same alcoholic strength as the outstill 8-anna liquor, and two bottles of a mixture at the same alcoholic strength as the outstill 4-anna liquor. A bottle of French brandy sold at ₹1-4 was 51° under-proof (this was much dearer than either the rum or outstill liquor), and gave only two bottles of mixture at the alcoholic strength of the outstill 4-anna liquor.

9. With respect to the result of my enquiries as to the conditions under which *marua* is made and sold, I would preface by saying that there is no shop for the sale of *marua* in the Terai. As I know that you have a very complete *résumé* of the process by which *marua* and *janr* are made, I need not detail the evidence collected by me on this point, but will quote the various opinions of the planters examined with regard to the use and qualities of these beverages. Eleven of the senior planters of the Terai were examined especially upon these points. All agree in saying that *marua* and *janr* are wholesome drinks, while eight of them give a distinct opinion that the limit of possession of fermented liquor to 4 seers, as ordered by the Board of Revenue in its Circular No. 3, dated November 1888, was an impolitic measure. Mr.....who has hadyear's experience

* Vide table B.

in the tea industry in this district, thinks that the drinking population requires and Bengal—*contd.* consumes more distilled liquor now than formerly. He considers that the restrictions on the home manufacture of marua have led indirectly to increased drunkenness, because the outstill liquor is much more intoxicating than the home-made beverages. He quotes the case of a person who was heavily fined for having in his possession more than the authorized quantity of janr, and says the result of this prosecution being noised abroad had the effect of preventing coolies from making any janr at all, from fear of the law.* Mr. thinks that if the restrictions on marua were removed, coolies would have less temptation to resort to the outstills. Messrs. [four names] agree with Mr., and urge that the present restrictions be removed. Mr. thinks that the restrictions have driven the coolies to take to outstill liquor. Messrs. [five names] are agreed that it is customary, if not obligatory, on Nipalese and Dhanger coolies to use marua and janr at religious ceremonies, such as marriage and funeral feasts. With regard to the question whether the alcoholic strength of marua increases after prolonged fermentation, I have the evidence of the oldest planter in the district Mr. This gentleman, after describing the process of fermenting both marua and janr, says that he knows from experience that their spirituous strength is greater after prolonged fermentation. He adds "janr is sometimes kept for a month, and then is as strong as 8-anna outstill liquor." Messrs. [five names] say that they believe the alcoholic strength is greater after prolonged fermentation, while Mr. says that he has heard the same from his coolies. marua shopkeeper at Kurseong, states that the spirituous strength both of marua and janr increases in proportion as they are kept, and says that the length of time for which they are kept depends upon the probability of the fermented substances turning sour. This man says that people like marua when it becomes strong after prolonged fermentation better than when it is freshly prepared. Mr.'s sirdars, four in number, state that janr will keep good for 15 and 20 days; that its spirituous strength increases on prolonged fermentation, and that the longer it is kept the better. Mr.'s sirdars agree as to the increase of alcoholic strength in proportion to the length of fermentation, and say that janr and marua can be kept for six months after being prepared, and that then they are as strong as the brandy of the best quality. Mr.'s sirdars alone say that freshly prepared janr is preferred.

10. Passing to paragraph 6 of the Government letter, it will be seen by a reference to the summary (*vide* table D) of the evidence given by planters that out of the eighteen senior men examined in the Terai, nine have heard of or suspected adulteration. None, however, have at any time caused liquor to be analysed, or can produce any direct evidence to prove adulteration. I will quote the answers of gentlemen who not only speak from what they have heard others say, but who can give reasons for their opinions. Mr. thinks "that the liquor is adulterated because of the effects it produces in that it seems to make people lunatics." He adds:—

I noticed the change from the sudder distillery system to the outstill system in Cachar by an increase in drunkenness.

Mr. says:—

I cannot say if outstill liquor is adulterated, but I know it is fatal stuff. I mean by this that it causes consumption. The three biggest drunkards that I have had under me died of pneumonia, and I fancy it was from drinking outstill liquor.

The drugs mentioned by some of the gentlemen as being those which are probably put into the liquor are tobacco (surti), dhatura, ganja, bhang, and lime. Though no planters positively allege adulteration, samples from every outstill in the Terai have been sent by me for chemical examination to Calcutta. In the case of two outstills the liquor was obtained by planters, while in the remaining cases I had the liquor procured through a trustworthy Nipalese peon, who taking with him a coolie, obtained the liquor as if he was about to drink it on the premises. I adopted this latter procedure, as it seemed to me that if adulteration were in fact practised by the vendors, they might have less motive to put drugs into liquor to be taken home than into liquor to be drunk on the spot, inasmuch as in the latter case the victim of their malpractices might be induced to remain and drink more than he intended, or be incapacitated from defending himself from petty peculations carried on at his expense. It may well be that these substances are added to cover the bad quality of cheap liquor, particularly on hot days, when the supply of liquor runs short. The Chemical Examiner has stated his inability to submit a report of his analyses of the specimens submitted until after the pujahs. It will be forwarded by me as soon as received. †

* The man was probably fined very heavily for illicit distillation, and a panic may have ensued, the results being that coolies were afraid even to ferment janr. This actually happened in the Ambootia Tea Estate, and was described in Mr. Norton's letter No. 329, dated 19th July 1881, to your address.

† The Chemical Examiner in his Nos. 930-A., 945-A., and 946-A., dated the 21st and 25th October, to my address, states that no dhatura, opium, Indian hemp, or nux vomica have been found in any of the samples submitted by me to him for examination.

‡ A later report from the Chemical Examiner states that no tobacco has been detected in any of the samples submitted.

Bengal—*contd.*

11. Proceeding to paragraph 7 of Mr. Cuthbertson's letter, I will criticise the evidence of the planters and others questioned on the points therein raised, and give the results of my examination of some of the *haciri* books which I have subjected to careful scrutiny. For ready reference, I have drawn up summaries of the evidence of planters, native gentlemen, and sirdars upon the main points of the enquiry, and these I have marked D, E, and F., respectively. I will first consider the evidence of the planters who state that drinking and drunkenness have increased. Mr. prefaces by saying that "most of my coolies are Dhangers, and they all drink. I have explained in an earlier part of this report how the Dhangers have increased in the Terai, and how they arrive in this district, having been addicted to distilled liquor in their own country. They are delighted to find themselves richer in this district, and are irresistibly tempted to spend their money freely on their favourite drink. It is not therefore surprising that Mr. should say "there is more drinking and drunkenness than there was ten years ago," and one can only be surprised that he adds "but not very much," for he goes on to give his reason—"The population has increased, and one consequently sees more of it (drunkenness)." When further questioned, Mr. says that, as far as his own coolies are concerned, he does not think the increase of drinking is out of proportion to their increase in number, but that in the case of the general population of the district, it is also due to increased prosperity and to increased facilities for obtaining liquor. As the only example of increased facilities, Mr. quotes, which outstill, he says, was started after he came to the district. Mr. came to the district in 1866, and it is certain that was open in 1867-68. His only example, therefore, relates to the opening of a shop 22 years ago, and therefore his objection does not come within the scope of the present enquiry as regards increased facilities during the last ten years. Mr. finally adds:—

I think there are too many outstills, but I do not think facilities have increased out of proportion to the increase of population.

The question of as a site and the number of existing shops I will deal with later on in this report. Mr. states that most of his coolies are Dhangers. He cannot say if drinking has increased or not among them, because the population is not a permanent, but an over-shifting one. He thinks there is more drunkenness, and would ascribe this to the increase of population which makes the drunkenness more apparent. He thinks the population has quite doubled since he came to the Terai 11 years ago. When further questioned, Mr. states he thinks the increase of drunkenness is also due to the multiplication of shops; to increased prosperity, and easier means of communication., which he quotes as his only instance of a new shop, was, it will be remembered, started in 1880-81 at the special request of Mr., Mr. thinks that although wages have not increased, coolies earn more in that they are more healthy and can work harder. He considers that the shops are, as a matter of fact, out of proportion to the needs of the people, although the population has doubled in the last ten years. Mr. imputes the increase of drinking to the increase of population, which he thinks has increased 50 per cent. He ascribes increased drunkenness to increased prosperity, and says facilities for obtaining liquor have decreased as the population has increased. Mr. thinks drinking has increased owing to increased prosperity, but otherwise is unable to assign any reason for the increase. Mr., as I have explained in a previous portion of this report, thinks that coolies now-a-days being afraid to ferment *marua* and *janr* have been driven to drink outstill liquor, and that this has caused the increase in drunkenness. Further questioned, Mr. thinks the increase is also due to increased population, prosperity, and facilities. With regard to increased facilities, he quotes as new outstills (two names). His illustrations are, however, not happy, inasmuch as these stills have been in existence at least since 1867-68. Mr. does not assert an increase of drinking, but thinks that the influx of Dhangers, a people addicted to distilled liquor, on to the gardens, and the ousting of the more sober Nipalese, has caused an increase of drunkenness. Mr. says the increase of drinking and drunkenness is due to the increased population, increased prosperity, increased facilities, and probably the cheapening of liquor. As the only instance of increased facilities, he quotes, a shop that has been in existence at least since 1867. He thinks that liquor has cheapened because a man can now get drunk for 4 annas, whereas it used to cost him 8 annas to *Rl*. Mr. ascribes the increase of drinking and drunkenness on his garden entirely to the influx of Dhangers on to his garden. These coolies, he says, now arrive from their own country (Chota Nagpur) more addicted to drink than formerly. He thinks the bad example of these Dhangers has led others to drink more than in previous years. Mr. thinks drinking has increased owing to the people having made it an habitual practice. He also ascribes the increase to increased prosperity in that the coolies (Nipalese), now acclimatised to the plains, are able to work harder and earn more wages than formerly. He ascribes the increase of drunkenness to increased population and prosperity. Mr. agrees with Mr. that the restrictions placed upon the home manufacture of *marua* have caused a larger consumption of outstill liquor. Mr. at first said that drinking had increased among his coolies owing to the cheapening of liquor. When questioned, however, as to the price, admitted that they were the same as in former days, and stated that the liquor sold at *Rl* per bottle was weaker (hence dearer) than it was formerly. He thought there were too many

outstills, but that, as far as his own garden was concerned, he could not do without the..... Bengal —*contd.*
shop. If this were abolished, he thinks smuggling from Nipal would increase enormously, and he would have great difficulty in keeping his coolies at work. Messrs. [two names] having only recently come into the Terai, can give no opinion on the subject. There remain six witnesses, four of whom say that drinking and drunkenness have not increased, and two that both one and the other have decidedly decreased of late years.

12. The evidence of Messrs. [three names] on this point is to the effect that they have not noticed any increase in either drinking or drunkenness. It does not require criticism, and I would only point that Mr. is a very senior planter of ... years' standing in the tea industry. Mr.'s evidence on this subject is interesting. He says :—

Some seven years ago a lot of illicit distillation went on, and a great deal more drunkenness occurred in the gardens, though less apparent on the roads. When the number of outstills and of prosecutions for illicit distillation increased, they had to give up the steady drinking at home of distilled liquor and to go to a distance for their liquor. In those days men often used to go to muster drunk—a thing almost unseen now—a days except sometimes after hât days.

It is probable that at least one of the reasons why more drunkenness is reported is that the evil has been driven from within the gardens on to public places, and thus brought more prominently under public notice. Mr. thinks drinking and drunkenness have decreased on account of the high rate at which liquor is sold at the outstills, coupled with the rise in prices of the necessaries of life. He thinks the closing of outstill has had beneficial effects, and has reduced drinking among his coolies, who can easily purchase their liquor from neighbouring stills. He thinks the number of outstills have increased, but cannot name the new shops. Mr., who has eleven hundred coolies, consisting of both Dhangers and Nipalese, says that drinking and drunkenness have decreased among the Nipalese coolies, while the Dhangers are, as heretofore, habitual drinkers. Mr. is the only witness who thinks his coolies would forego outstill liquor altogether, and be contented with marua and jaan. All the other witnesses think that if coolies could not obtain distilled liquor, they would either smuggle or illicitly distil it.

13. I have only taken the evidence of five native gentlemen,* and the want of knowledge on the subject which they revealed showed me it was useless to make further enquiries in this direction. There are but few persons of the better classes in the Terai, and these are not, as a rule, natives of that part of the country. Their evidence, therefore, does not require notice. I do not feel called upon, moreover, to dwell at length upon the evidence of the coolie-sirdars,† but will give what I consider the striking points brought out by their evidence. A reference to the synopsis of the coolie sirdars' evidence will show that almost all say they drink more in Nipal, where the liquor is far cheaper than here; while the Dhangar sirdars say that they are poor at home, but comparatively rich here, and hence able to drink much more. Both of these are points which I have touched upon in earlier parts of my report, and their evidence corroborates the evidence of the planters.

Not a single witness of all those examined in the Terai alleges that any of the non-drinking classes have taken to drinking.

14 With regard to statistics collected from *haziri* books, of which an abstract is given in table G, only two gentlemen Messrs. [two names] have asserted that an increasing proportion of absentees after hât days is noticeable by reference to their musters. Mr. had no books available for years previous to 1887, but I have examined his books from that year up to April 1889. The hât days of this garden are Sundays in the cold weather, when the coolies patronize, and Thursdays in the hot weather, when the coolies resort to The attendance on the days before and after hât days have been omitted in calculating the average attendance of the week, inasmuch as it is admitted that coolies get advances from their sirdars the day before hât days, and attend more regularly on that day on this account; while the attendance for the day after hât day has been taken separately, and contrasted with the average attendance for the remaining four days. The result of the calculation for the year 1887 to April 1888 is to show that out of 51 days succeeding hât day, there were 25 when the attendance was greater than, 1 when it was equal to, and 25 when it was less than, the average. With regard to this year, therefore, the manager could surely have no complaint. The succeeding year shows that out of 51 days after hât day, there were 15 when the attendance was greater than, 1 when it was equal to, and 35 when it was less than, the average. Compared with that of 1887, the attendance of the year was, therefore, a falling off as regards the day after hât day. It is possible that Mr. has received his impression from last year's figures, and has forgotten the attendance he had in 1887. It will be seen that the attendance does not by any means show a progressive decrease, and it would be impossible without taking the figures for several years further back to say that there has been an increasing proportion of absentees. Mr. of, was the other gentleman who maintained an increasing percentage of absence, but he does not say that this has been due to drink alone. He says "eating and really fatigue and laziness, are the causes." By fatigue he means that of going and coming in bazaar. An examination of his muster books shows that in 1885 out of 51 days after the succeeding hât day, in 25 cases the attendance was greater than, and in 17 less than, the average of the week. In 1886, out of 50 such days, in 22 cases the attendance was greater than, and in 28 cases less than, the average. In 1887, out of 52 days succeeding hât day, in 22 cases the attendance was greater than, in 29 cases less, and in 1 case equal to the average.

* Vide table E.

† given pur-

Bengal —*contd.* attendance of the week. In 1888, out of 50 such days, the attendance was in 11 cases greater, and in 39 cases less, than the average attendance of the week; while in 1889, up to the present month, out of 36 such days, the attendance was in 9 cases greater than, in 25 cases less, and in 2 cases equal to, the average attendance of the week. Thus a considerable falling off is visible in 1888 as compared with previous years, while a slight improvement in 1888 is noticed in the present year. Apart from the question of drink, it would appear that there is a certain want of motive to work on the days succeeding hât days in that the coolie receives an advance from his sirdar on the day before leave day. Having money in hand, he does not feel the necessity of attending regularly until towards the end of the week from the thought that his weekly advances will probably be less or less freely given if he has attended irregularly. In this connection I have noticed that the second day after hât day shows very little, if any better, attendance than the day after hât day, and that it is generally the last three days which bring up to the average of the week. I have considerable doubt if this day would show a better result all the year round than the day after hât day itself. Thus, taking at random the year 1888 for, I find that out of 48 Thursdays (the second day succeeding hât day), there are 28 days showing a less, and only 20 showing greater, attendance than the average of the four middle days of the week. At the attendance of the day after hât day is decidedly good. In 1887, out of 44 days succeeding hât day, there are 20 cases when the attendance is greater, 3 when it is equal to, and 21 when it is less than, the average attendance of the week. In 1888, out of 42 such days there are 18 cases when the attendance is greater than, and 24 when it is less than, the average. Mr., the manager, had no complaint to make. At [four names] gardens, Mr. was sure that hât day made very little difference to the attendance on the succeeding day. I examined the books for [two names] and found that he was right. In making a calculation for for 1888, I discovered that out of 53 days after hât day, 25 showed greater and 28 less attendance than the average. Mr. says that the number of absentees after hât day is not increasing, but that there always has been an average of about 15 per cent. of absentees on this day. He ascribes this fact chiefly to drunkenness, but says it may partly be due to overeating. Making a calculation from his muster book for the current year up to date, I find that out of 32 days after hât day, in 13 cases the attendance is greater and in 19 cases less than the average of the week. Mr. does not admit an increasing percentage of absentees after hât day, but says there always has been a large proportion of absentees on such days. He states that the Dhanger coolies are far more irregular in attendance than the Nipalese, and the cause of this lies in the fact that they are more addicted to drink. Making a calculation for for the year 1888, I find that in the case of 53 days succeeding hât day, the attendance in 15 is greater than, and in 38 less than, the average of the week, while for the current year out of 37 such days, in 14 cases the attendance is greater than, and in 23 less than, the average. The present year, therefore, shows a great improvement over last. With regard to , a calculation for 1888 shows that out of 43 such days, in 11 cases the attendance exceeded, in 1 equalled, and in 13 cases was less than, the average: while for the current year out of 30 cases, in 6 the attendance exceeded, and in 24 was less than, the average. With respect to, Mr.'s evidence is interesting. He says there is no increasing proportion of absentees, and adds—

I attribute the fact of there being absentees to fatigue in going to and coming from Sometimes coolies do not return the same day. At we had a bazaar in the gardens, and the proportion of absentees was scarcely perceptible.

✓ Saturday is the leave day in this garden, and out of 101 Sundays, 35 show greater, and 66 smaller attendance, than the average.

15. To sum up then upon the alleged increase of drunkenness, I would submit that it is not proved by the *haziri* books saving in one instance. In the case of Mr.'s garden it may be true, but there is no proof. Mr.'s books certainly seem to bear out his statement. In both cases, however, there is a large number of instances in each year of better than average attendance on the day after hât day.

The evidence of planters, on the other hand, seems to me to show that there has been some increase of drunkenness, and that this has been due chiefly to an increase of prosperity, and indirectly to the restrictions placed upon the home manufacture of *marua* and *janr*. Even where wages have not increased, people are said to be healthier than they were formerly, and in consequence to earn more. It is also probable that drunkenness has been more observed in that illicit distillation has been put down; and that while it formerly took place on the gardens, it is now seen at and near the liquor shops or on the roads leading to or from them. There has also undoubtedly been a large positive increase of drunkenness due to a large immigration of Dhangers—a class of coolie already described as addicted to drink in their native country. It is this positive increase in drunkenness that the majority of the planters examined have, I think, mistaken for a comparative increase. The most strict enquiries have failed to elicit proofs of the cheapening of liquor. The question of existing facilities and of the prices of liquor I shall have sufficiently touched upon in answer to paragraphs 5 and 8 of the Government letter under reply.

16. With regard to the subject of sites raised in paragraph 8 of the letter under reply, Bengal—*could* the map attached to this report will show the existing sites of outstills, sites abandoned within the last ten years, positions of markets and gardens supplied by each outstill; while table H will give the names of the gardens, their populations, and distance from the nearest outstill and market. A reference to the synopsis of planters' evidence will show that 11 out of the 18 gentlemen questioned urged the abolition of the outstill. Mr..... say:—"I consider the.....shop is placed in a very objectionable site. It is on the main road from.....to....., and only about two miles from the former place, where there is another outstill. There is no necessity for a hât there. The still attracts people by being on the roadside. People who have already drunk at.....take more at..... Mr..... says.....is a most objectionable site, as people returning from hât at.....get drunk there, and are needlessly exposed to temptation. I believe I am right in saying that..... (where there has been a still since at least 1867) was some years back a hât of importance, marking the southern limit in this direction of cultivation. It has of recent years, however, been totally eclipsed in importance by....., which is a hât of rank second only to..... There appears, therefore, no need or justification for a still at....., and I quite agree with the planters in thinking that it should be closed as soon as practicable. Four of the gentlemen whose names are shown in the synopsis, as well as Mr.....who was specially consulted on this point, have raised objections to..... This outstill lies about four miles north of.....by the side of the railway. Of these five gentlemen, three—Messrs.....—live at a great distance from the shop, and only object to it as being too close to the railway; while Mr....., who is interested in the neighbourhood, objects to it (1) as being too close to the public road; (2) because it is too close to his garden; (3) because his coolies could easily get all the liquor they required from....., which is about $2\frac{1}{2}$ miles off. With regard to the first objection, I am also of opinion that the site is objectionable as being too close to the railroad, and that if a still is on further enquiry found to be necessary at or near this market, the site should be, if possible, changed. With respect to the second and third objections, a further enquiry will be necessary to test their validity, inasmuch as within the last ten years three outstills in the neighbourhood have been closed. Mr....., who manages three gardens in the neighbourhood, has no objections whatever to this site, and would be inclined to regard it as rather a hardship upon the coolies to make them go to..... for their liquor. Mr.....'s objections are the same as Mr.....'s second and third, and will be only considered when I take up the question of this site. The next site to be considered is..... Mr..... objects to this still (1) because of its position within the bazar, which he says is productive of disturbances, quarrels, and drunkenness; (2) because.....and.....outstills are within easy reach. With regard to the first objection, if it be found on further enquiry that a still be necessary here, the site may be removed to a distance from the bazar. With respect to the second objection, the abolition of this site will depend on whether.....be retained. Mr....., who was specially consulted upon this point, objects much upon the same grounds as Mr....., while Mr.....assigns no reason for his objection. On the other hand, Mr....., the proprietor of the.....bazar, urges that the abolition of the still will in no wise lessen the amount of liquor drunk, but will merely transfer the sales to the adjoining bazars. He would be glad to see the still abolished if any public good could be shown as the result. He would like to see the central distillery system introduced and.....made a place of vend. No one has objected to....., but Messrs. [two names]have stated that it is superfluous; their statements may be taken into consideration when.....is closed. With regard to....., abandoned since the beginning of the official year, I would note that this was before the opening of the railway between Kurseong and the Terai a very important halting-place; but that since that time it has gradually diminished in prosperity, and is no longer a centre which justifies the existence of an outstill. Two of the planters near....., Messrs. [two names] have objected to the site, as they find that their coolies can obtain adequate supplies of liquor from the neighbouring shops at.....and..... I agree with them in thinking that this site is superfluous, and would recommend that it be not re-opened. With regard to.....no objections have been raised, and it must remain a question for further consideration whether this site should be permanently abandoned.has already been recommended by the Deputy Commissioner for closure. In future every shop in the Terai will be maintained solely to meet the demand of the tea gardens' coolie population. Below a straight line drawn from Nuxalbari to Matigara no outstill will be maintained. Thus out of the existing 13 sites, two have been recommended for closure, while further enquiries will be necessary with regard to the retention of several others.

17. Twelve out of the 18 planters are agreed that stills should be in bazars for the convenience of coolies, while five modify their opinion by saying that the sites should not be actually within the bazar, but at the same time near enough to be under easy supervision. I am in favour of this modification, and would recommend that this principle be borne in mind at the next settlement of the Terai shops, which are at the present time all situated actually within the markets.

18. In conclusion, I would touch upon a few other points brought out in the course of my enquiries. The majority of the planters examined are of opinion that no useful purpose would be served by lessening the retail sale of outstill liquor to less than six bottles to a given pur-

Bengal —contd. chaser. They say that if such a rule were passed, it could be easily evaded by several members of a family buying liquor in smaller quantities, or by the head of the family purchasing liquor twice or three times a week instead of only on hât day. I am of the same opinion, and think the passing of a rule of this kind would be particularly unwise if, as I hope, Sirsia be abolished, and as there is a chance of one or more of the Salbari, Khoprail, and Trihanna outstills being closed.

19. Another point upon which I have questioned planters is the hour for closing the outstills. Every one of those consulted have agreed it would be a good thing to fix the time for closure for all sales at sunset. I am strongly in favour of this suggestion. If the shops were thus closed, coolies would no longer be tempted to linger in the bazars to drink.

20. With regard to marua and jaur, I hope that such a limit may be fixed as will avoid the necessity for the issue of so many passes as are now required, or, if this could not be sanctioned, that applicants should have less trouble in obtaining them. Coolies now think it necessary to file a written petition. This, as they cannot write themselves, costs them something in addition to the fee of 8 annas, the cost of the pass. In this district I think it would be quite feasible to sell to certain approved planters, who might be anxious of the privilege, books of passes already signed by the Excise Deputy Collector or Sub-divisional Officer on the condition that these passes should be granted to applicants on the payment of a fee of 8 annas. Another point to be brought out is, I think, the better supervision of the shops. The inspecting staff appears to have given too little attention to reporting cases when license-holders permit drunken persons to remain in their shops, and do not actively prevent drunkenness in their shops. Both these duties are against the interest of the shopkeepers. Now that the inspecting staffs are to be increased, special attention should be called to these points.

21. Upon the general question of the suitability of the outstill system to this district upon which I have commented in answer to paragraph 5 of the Financial Secretary's letter, the planters are not, as a rule, witnesses of much weight, inasmuch as the majority is not acquainted even with the possibility of any other system. They generally approve the outstill system, provided that the quality of the liquor supplied be carefully supervised by Government. Mr..... who has spent over 21 years in Assam, strongly advocates the introduction of rum. He says that, while in that province, he had the right of inspection of the liquor shop on his garden, and that the vendor was obliged to supply rum imported from Ahmuty & Co.'s in Calcutta. He states that he would like to see Rohini abolished as a site if the liquor now sold there continue to be sold. If rum were introduced, he would be very glad to inspect the shop, and to see that the liquor sold was of the quality which the vendor was authorised to sell. I have not noted as a site objected to, because it is to the quality of the liquor and its bad effects, and not to the site to which Mr draws attention. Mr..... also urges that rum be introduced, as he thinks that Government would in that case be in a better position to check the sales and quality of the liquor. Mr..... who has had seven years' experience in Cachar, is anxious that the central distillery system should be introduced. He thinks the outstill system tends to develop drunkenness by supplying too cheap liquor, and also that no sufficient check can be kept on its quality. If a central distillery were established, the best site would probably be Khoprail, from which place all the shops in the interior of the Terai, saving Bagdogra, could be supplied. During the rains this latter shop would be often entirely cut off by the rising of several streams which intersect the Matigara-Nuxalbari road. Only the complete bridging and raising of this important means of communication would enable us to supply this shop regularly with liquor. The same difficulty would be felt with regard to the transport of rum. It would perhaps be unwise to supply Tirhanna with more expensive liquor, as it is no great distance from the frontier. If, however, this were found after enquiry possible, this site would be in the same predicament as Bagdogra.

Memo. by E. V. WESTMACOTT, Esq., Commissioner of Excise, Bengal.

The letter of the Government of India of 9th March 1889 only asked generally for enquiry into the excise administration in the tea districts, forwarding a Despatch from the Secretary of State covering complaints of planters as to—

- (1) opening liquor shops or outstills near gardens, sometimes in spite of protests;
- (2) increase in facilities for drinking;
- (3) increase in drunkenness among tea garden coolies;
- (4) increase in drink revenue.

The planters' letters enclosed contain some wild statements. For instance, I find it alleged that "six bottles per head is the Government allowance for sale daily." I have no notion what can be referred to. By some planters the liquor is called, "a venomous compound." It does not appear that any grounds exist for this statement. Analysis has discovered no poisonous substance whatever in it. More detailed instructions as to the nature of the enquiry are given in Government of Bengal's letter of 25th June. In it it is requested that the Board and the Commissioner of Excise should ascertain by means of fortnightly reports that the instructions were being speedily carried out. This letter was not shown to me for some time after the Board's instructions to district officers had issued, so I had no opportunity of directing the enquiry in the beginning. As soon as it came

to my notice that such an enquiry was proceeding, I wrote to Mr. Beames (27th July 1889), Bengal —*contd.* and after that date reports as they come in were submitted to me, but I did not find them to be of such a nature as to enable me to ascertain during the progress of the investigation that enquiry was being made into every point necessary. The final reports, however, show that the reporting officers have made very full and complete enquiry, though there are some points which I should have liked to have further elucidated, such as the extent to which garden servants are implicated in smuggling. By the 30th September reports had been received, and have now been printed. My absence on tour during the whole of November has prevented my taking up the subject until now. The points indicated for enquiry by the Government of Bengal are as follow :—

- (1) Has Government gone beyond the function of meeting without stimulating the natural demand, and of taxing liquor as high as possible without inducing smuggling? In connection with this, should be stated—
 - (a) actual outturn of liquor ;
 - (b) average strength ;
 - (c) average price.
- (2) The manufacture of marua, its strength when fresh and after keeping, and the effects of the limitation of the quantity allowed to be in possession at one time.
- (3) Why limitations of stills and vats have not been introduced.
- (4) Allegations respecting adulteration.
- (5) As to increased drunkenness.
- (6) Sites of outstills.

Question 1.—The Deputy Commissioner of Lohardugga reports that the number of outstills in his district has been reduced during the current year from 294 to 260. The quantity of liquor (reduced to London-proof strength) distilled in the district in a month is 3428.6 gallons, and the license fees, Rs. 3,065, amount to little more than 14 annas per gallon. The rate of duty fixed for distillery liquor in this district is Rs. 1-14, to which I am gradually raising the taxation in the shape of license fees. The population of the district was in 1881 1,609,244. The monthly consumption is therefore $\frac{1,609,244}{3428.6}$, one gallon London-proof spirit to every 470 people. Considering the large number of drinking people in the district, I do not think Government has done more than meet the demand. The Deputy Commissioner does not state the average strength of the liquor; but as it was selling in 1888-89 at two pice per quart bottle, and during the current year generally at four, but sometimes at three pice, I should think it must be very weak liquor, not stronger than 80° below proof. The Deputy Commissioner thinks it impracticable to raise the price, but this I doubt. In Chittagong the population is 1,132,341, the number of outstills 14, the yearly revenue from license fees Rs. 10,377, monthly revenue Rs. 864. The outturn of liquor for the year 1888-89 was 3,546 gallons, the strength from 60° to 85° below proof, and the price from six to eight annas the bottle. The number of imported coolies who take their supply of liquor from the outstills seems to be only 118, as shown by the Magistrate's labour registers. The figures given by the Deputy Commissioner of Jalpaiguri show that the number of liquor shops has by no means increased in proportion to the increase in the average under tea, or in number of labourers employed upon it, but, on the contrary, has greatly decreased. The establishment of the existing stills was called for by the actual existence of smuggling and illicit distillation. The liquor sold is generally of two qualities—one averaging from 25° to 30° below-proof, and selling at a rupee a bottle and the other from 50° to 55° under-proof, sold at eight annas a bottle. The average monthly consumption was 1,120 gallons London-proof, and the monthly revenue Rs. 224, or Rs. 4-10 per gallon London-proof, which is high. I suspected the outturn to be greater than the quantity above shown in spite of the restriction of still and vat capacity, but the Deputy Commissioner does not think it is so. The population was in 1881 581,562, and the Deputy Commissioner reports the imported coolies, reckoning two to the acre of tea, to have increased in ten years from 10,336 to 55,470: 1,120 gallons London-proof in a month give a gallon London-proof to every 516 people, or to every 49 coolies. Liquor varying from 21° to 40° under-proof is sold at one rupee a bottle, from 44° to 60° at eight annas, and at two outstills only liquor 70° under-proof is sold at four annas. In Darjeeling Mr. Paul and his assistants, Messrs. Earle and Knyvett, have reported in great detail, and I think it quite clear that no undue facilities for drinking have been given by the outstills established by Government. Indeed, from the large number of prosecutions for illicit manufacture and illicit importation of spirits quoted by Mr. Knyvett, and the amount of illicit practice which, I doubt not, has escaped detection, I am inclined to think that the number of outstills is too small to meet the demand. I should have liked to know how many of the persons convicted of illicit manufacture were employed on tea gardens, for I believe that much of the complaint made by tea planters against outstills is promoted by their servants, who make a considerable profit out of illicit supply to the coolies, and therefore object to licensed outstills or liquor shops. They conceal the evil effects of drinking their own liquor, while they exaggerate the effects of drinking outstill spirit. The number of shops which in 1867-68 was 50, paying a revenue of Rs. 12,518, fell next year to 22, and was not increased till 1878-79, when it rose to 31. In 1880-81 the number was 45, but in 1888-89 was only 36. Some of these are now closed. In spite of fluctuations in the number of shops, the revenue has steadily increased, and in 1888-89 was Rs. 88,140. The number of acres under tea has increased from 10,586 in 1867-68 to 57,181 in 1888-89, and the outturn of tea from 500,000 lbs. to 3,400,000 lbs.

Bengal —contd. The aggregate capacity of stills has been reduced from 934½ gallons to 460, and the capacity of fermenting vats in winter from 11,788 gallons to 8,300, of which the outstill-holders make a great grievance, alleging that their profits are curtailed. The approximate outturn of spirit from outstills was in 1887-88 21,126, and in 1889-90 18,711 gallons, but whether as actually distilled or reduced to London-proof strength is not stated. The liquor sold at R1 is from 22° to 36° under-proof, that at 8 annas from 49° to 55° under-proof, and that at 4 annas 61° to 75°. I think the minimum retail price might very well be raised to 8 annas the quart bottle, which would prevent the sale of any liquor weaker than 60° under-proof.

Question 2.—It appears clear from the reports of the Darjeeling officers that the strength of fermented marna increases greatly with keeping, and that the limitation of quantity is a grievance, and has driven the coolies to increased consumption of outstill liquor.

Question 3.—I do not know why there was delay in introducing the restriction of still and vat capacity, but I have already shown that in Darjeeling there was considerable reduction in 1888-89, and during the present year, since I have been in charge of excise, the matter has received the closest attention in all districts except those of the Chittagong Division, in which, on the recommendation of the Commissioner of the Division, the Board have not enforced any restriction. In Darjeeling especially the restrictions of vat capacity have greatly contracted the outturn and affected the profits of the distillers.

Question 4.—A number of allegations of adulteration of outstill liquor have been made, but nothing has been proved. Samples have been analysed, but no opium, nicotine, or other poisonous substance has been detected. I do not believe in any adulteration, but I think that the spirit is less wholesome than it should be on account of the presence of fusil oil, due to density of wash and rapid firing, and I think the filthiness of the vessels used and of the raw material must affect the quality of the spirit.

Question 5.—The subject of increased drunkenness has been very carefully examined by the reporting officers, and I do not think it is by any means proved. It is not even always the case that a large proportion of coolies are absent after hat day, and where it is the case it appears to be as much due to laziness after receiving a weekly supply of money as to drunkenness. There is an increase in the number of persons seen drunk, because there has been a large increase in the number of imported coolies, who drink whenever they can afford it, and also because there has been a decrease in illicit manufacture of liquor and smuggling. When a man gets drunk on illicit liquor, he and his friends endeavour to conceal it, which is not the case when he drinks at a licensed liquor shop. There will always be an increase in unconcealed drunkenness when a licit supply of liquor takes the place of smuggling. I think, moreover, that the distance of liquor shops from tea gardens has much to do with drunkenness. When a shop is within a mile or so, a man will go there and drink his day's allowance and no more; but if he has to go five or six miles for his liquor, he will not only drink as much as he can hold at a sitting, but will carry away liquor and refresh himself on his way home. The case quoted of a man bringing away six bottles and falling down drunk on his way home would never have happened if the liquor shop had been within a mile or two. Increased drunkenness is due—

- (a) to an increase in the number of people accustomed to drink liquor;
- (b) to increased prosperity on the part of garden coolies;
- (c) not in Darjeeling to insufficient taxation of outstill liquor as it is elsewhere;
- (d) partly to the minimum retail price being too low;
- (e) to want of facilities in obtaining liquor in small quantities without going too far for it.

Question 6. Sites of outstills.—The reports will show how very carefully each site is being considered by the local officers. As I have indicated, however, I am not in favour of the removal of liquor shops from the neighbourhood of the people who use liquor, not only because of the likelihood of smuggling, but also, as I have endeavoured to show, because the more troublesome it is to obtain liquor, the more a man will drink on the occasions when he gets it. I do not think a drinking Dhanger coolie will in a month spend more money on drink at a liquor shop within half a mile of his work than at one five miles away, but he will visit it much oftener, and drink a smaller quantity each time, than on his less frequent visits to a more distant shop. While thinking it right, however, that there should be a legitimate supply of liquor, easily accessible, in those localities in which there is a demand, I consider it most objectionable that a liquor shop should be on the roadside or in such a situation as to place temptation in people's way. If a coolie wants liquor, he must have a licensed shop within reach, or else there will be illicit manufacture and smuggling, but the shop should not be so placed as to suggest drinking to any body.

With reference to the charge that outstills and liquor shops have been opened, sometimes in spite of the planters' protests, close to or upon tea gardens, I am of opinion that far too much attention has been paid to planters' protests, and that from the want of licensed facilities for obtaining liquor, there has been a great deal of illicit manufacture and smuggling. I do not think it is by any means generally true that increased facilities have been given for drinking. In some cases outstills have been opened where an increase in the number of drinking coolies called for them, but in many more cases they have not been opened where they were really required. There has undoubtedly been a large increase in the revenue from spirits of late years, but it has been by no means out of proportion to the increase in the number of imported coolies, and even if it had been, I should attribute it to the suppression of smuggling. I do not think that drunkenness on tea gardens is in any way fostered or encouraged by the ex-

isting excise arrangements. In Darjeeling and Jalpaiguri the outstill liquor is paying in license fees a duty of more than Rs4 the gallon of London-proof, and therefore the outstill system has not in those districts as in others reduced the retail price of liquor by insufficient taxation. If the outstills were closed, liquor would be manufactured illicitly or imported from foreign territory to a much greater extent than now; and if manufactured, the coolies would get it Rs4 a gallon cheaper than the present outstill liquor. The manufacture would be taken up by the *sirdars* or other servants of tea planters. The tea districts are most ill-adapted to the re-introduction of the central distillery system on account of the great facilities for illicit manufacture against which it is the interest of licensed outstill-holders to guard, but from which licensed shopkeepers would obtain their supplies of liquor. The suggestion that the use of liquor should be absolutely prohibited is too absurd to require discussion, as prevention has even in America been found impossible. In Lohardugga I think the minimum retail price of liquor might be raised, though the Deputy Commissioner thinks otherwise.

Bengal—could

[The first portion of the reply from the Chief Commissioner of Assam regarding the subject referred to him in letter No. 1248, dated 9th March 1889, has already been published: see pages 202 to 230 of the reprint of the Supplement to the *Gazette of India*, dated 1st March 1890.]

Assam.

No. 2870-R., dated 28th August 1890.

From—F. C. DAVIES, Esq., Officiating Secretary to the Chief Commissioner of Assam,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am now directed to reply to your letter No. 1248, dated the 9th March 1889, forwarding copy of Despatch from Her Majesty's Secretary of State for India, No. 13, dated the 31st January 1889, and requesting that arrangements might be made at an early date for a careful and exhaustive enquiry into the facts connected with the excise administration of Assam, which should be of such a character as to place the accuracy of the information obtained beyond question. This office letter No. 3858, dated the 21st October 1889, dealt with one of the questions referred to in the Despatch of Her Majesty's Secretary of State, dated the 31st January 1889, namely, the location of liquor shops and outstills close to or upon tea gardens in spite of planters' protests, and the increase of drunkenness thereby caused among tea garden coolies. The present letter will, therefore, for the most part be confined to the more general question of the country spirit excise administration of the Province.

2. To make the enquiry direct by the Government of India, the Chief Commissioner selected Mr. J. J. S. Driberg, one of the senior Deputy Commissioners in the Province, who had given special attention to excise administration, and otherwise possessed the qualifications required. This selection was in accordance with the views left on record by Sir Dennis Fitzpatrick. The instructions given to Mr. Driberg will be found in the opening paragraph of his special report, a copy* of which is herewith forwarded. So far as the Surma Valley is concerned, the enquiry was conducted under the eye of the Chief Commissioner during the progress of his tour, and the various points which arose in the course of the enquiry were discussed with him almost daily; and in the Assam Valley, which Mr. Quinton subsequently visited, Mr. Driberg was in constant communication with him, so that the general results of the enquiry as embodied in the special report represent the views jointly arrived at by the Chief Commissioner and the officer by whom the enquiry was immediately made. It is therefore unnecessary for the Chief Commissioner to analyse the report at any length. He is fully satisfied that the accuracy of the information recorded by Mr. Driberg is beyond question, and that Mr. Driberg spared no pains to make the enquiry as complete and exhaustive as possible.

* This has been published by the Chief Commissioner with the Excise Administration Report of 1889-90, and can also be obtained separately from the Assam Secretariat Press, Shillong.

3. The enquiry has been directed specially to ascertain what grounds there are for the allegations that the outstill system as administered in the province has led to the excessive supply of liquor at low rates. It will be seen that the allegations as to liquor being sold at unduly low prices are exaggerated, and that the present enquiry confirms the conclusions set forth in Mr. Lyall's note, dated the 3rd August 1889, forwarded with my letter No. 2984, dated the 31st August 1889, respecting the high prices of liquor in this Province as compared with Madras and Bombay. In cases where prices have been found to be unreasonably low, Mr. Driberg rightly, as it seems to the Chief Commissioner, attributes this result to causes not inherent in the system itself and capable of removal by executive order. It will be observed that no time has been lost in remedying such defects as were brought to light. On the one hand, the number of shops in the Surma Valley, where low prices prevailed most extensively, has been reduced by 13 (out of a total of 66) in the Sylhet District, and by the same number (out of a total of 50) in the Cachar District; and in the Assam Valley adequate reductions have been made in all cases where they appeared to be called for. This reduction in the number of shops was accompanied by an increase in the upset price at which the shops were offered for sale for the current year, the upset price in the case of the shops retained being so fixed as to include the license fee previously paid by the shops which have been closed. At the same time, where necessary, a condition was attached to the licenses prescribing a minimum price at which liquor should be sold. The remaining recommendations made by Mr. Driberg, that is,

Assam — contd. those in regard to regulating the size of the still and appointing an excise establishment for the four principal districts of the Province, will receive the Chief Commissioner's most careful consideration.

4. In the concluding paragraph of this office letter No. 3858, dated the 21st October 1889, Mr. Westland stated that he was hopeful that the result of the cold weather investigations might be to show that the establishment of a central distillery system in substitution for the existing outstill system might be found practicable in a considerable portion of the Province. The present enquiry does not, however, give reason to believe that any such change of system is advisable. In paragraph 24 of his report, Mr. Driberg expresses a strong opinion that the conditions existing in this Province are adverse to the introduction of the *sadr* distillery system, and in this conclusion Mr. Quinton, from his long experience of the working of the system in the North-West Provinces and Oudh, from his knowledge of this Province gained during his last cold weather tour, and from a perusal of all that has been written on the subject, fully concurs.

5. As regards the location of shops in the neighbourhood of tea gardens, the results of the enquiry are stated in paragraph 20 of the report. To what is there said, read with this office letter No. 3858 of 21st October 1889, the Chief Commissioner has nothing to add, except that every effort will be made by this Administration to remove any reasonable ground for complaint when brought to notice. It must, however, be remembered that the removal of a licensed liquor shop from the neighbourhood of a tea garden does not necessarily involve a cessation or even diminution of drunkenness amongst the garden population. In illustration of this, I am directed to quote the following passage from a note, dated the 23rd August 1890, by Mr. Luttmann-Johnson, Commissioner, Assam Valley Districts:—

I lately visited a very out-of-the-way garden—Barpani,—in Nowgong, many miles away from any country spirit shops; indeed no country spirit shop is accessible from it. The manager complained loudly of drunkenness among his coolies, and I myself saw enough to convince me that his complaints are not exaggerated. The liquor is partly distilled and partly fermented, and is obtained in the neighbouring villages.

No. 318, dated 1st October 1890.

From—The Government of India,
To—The Secretary of State for India.

We have the honour to acknowledge receipt of Your Lordship's Despatch No. 13, dated the 31st January 1889, forwarding for consideration five letters from tea planters in Assam, written in reply to a Circular from Messrs. Finlay, Muir & Co., Agents in Calcutta for tea gardens, in which the writers complained of the way in which outstill and liquor shops have been opened, sometimes in spite of the planters' protests, close to or upon tea gardens; and in which they further stated that the facilities for drinking, the evil of drunkenness among tea garden labourers, and the drink revenue have all greatly increased during the last few years.

2. Your Lordship referring to the charges in these letters, and to certain protests previously made by tea planters concerning the excise system and the alleged increase of liquor shops in the Darjeeling District, remarked that there was some apparent discrepancy between the account of matters as given by the planters and those gathered from official reports, and suggested a further and very careful enquiry into the facts and into the need for change in the excise administration of the tea districts both of Assam and Darjeeling.

3. We communicated a copy of the Despatch, with the letters enclosed therewith, to the Governments of Bengal and Assam with a request that a careful and exhaustive enquiry might be made of such a character as to place the accuracy of the information obtained beyond question.

4. In August 1889 we received a letter from the Chief Commissioner of Assam, enclosing a note by Mr. Westland (then Chief Commissioner), in which he discussed the various phases of the excise problem in Assam, and noticed generally the accusations made by the planters. In October a second letter from the Chief Commissioner was received replying more specifically to those accusations. It was stated that the Chief Commissioner had placed an officer on special duty to make a systematic enquiry into excise matters generally, and as affecting the tea industry particularly. The instructions issued to that officer, Mr. Driberg, necessitated his enquiry covering the whole ground of excise administration in Assam. These two letters from the Chief Commissioner were forwarded to Your Lordship as enclosures Nos. 18 or 19 of our Despatch of the 4th February 1890, No. 29.

5. We have since received from Assam Mr. Driberg's report and the comments thereon of the Chief Commissioner of Assam, and from Bengal the report

of the Local Government on the result of enquiries instituted by that Government in accordance with the instructions mentioned in paragraph 3 above, and we now forward copies of those papers.

6. It will be convenient to notice separately the correspondence giving the results of the enquiries made in Bengal and Assam respectively.

7. We take Bengal first. The only districts in which tea is grown extensively in Bengal are Darjeeling and Jalpaiguri. Your Lordship will see from the enclosures that the enquiry into the subject in those two districts has been of a thorough and exhaustive nature. The information on all points contained in the papers forwarded by the Government of Bengal being so complete, we do not propose to lengthen this Despatch by going over the whole ground in detail. We merely state briefly the conclusions.

8. The evidence collected by the Deputy Commissioners of Darjeeling and Jalpaiguri does not support the conclusion that there has been any increase of drinking or of drunkenness among the garden coolies in recent years. The opinion held by some observers that drinking and drunkenness have increased is accounted for mainly by the fact that the number of the coolies of the drinking classes has increased very largely, and partly by the fact that when drinking was only possible by obtaining illicit liquor, both the drinking of such untaxed liquor and any consequent drunkenness were carefully concealed as far as possible; while now, when the demand for drink is met by the supply of taxed liquor, there is no such powerful motive for concealment.

9. The facilities for obtaining drink have not been increased. In Darjeeling the number of shops has actually been diminished, while in Jalpaiguri the increase in the number of shops has been in a very much smaller ratio than the increase in the acreage under tea cultivation and in the numbers of the coolies of the drinking classes. The price of the liquor sold for the outstill shops has not been lowered, and is now as high as for the present it is possible to raise it in view of the facilities for illicit distillation and smuggling. The taxation is also as high as it can reasonably be made, and much higher than formerly.

10. The selection of sites for shops has always received careful consideration, and the wishes of the planters in this matter have not been disregarded, but have been allowed weight in all cases in which they were obtainable. Objections made by planters have not always been allowed, but their objections have not been put aside without reason. As an example of a case in which it would be inexpedient to close a shop in deference to the objections of planters, we may refer to paragraphs 13 and 14 in the Report of the District Superintendent of Police, Darjeeling, dated the 27th October 1889. It will be seen that two tea planters object to the location of a shop on or near one of the gardens. But at the same time they have still stronger objections to two shops in Sikkim just over the border, at which liquor is sold at lower prices than at the licensed shop. If the licensed shop were closed, the result would be not to diminish drinking, but to compel the coolies to buy all their liquor from the foreign shops over the Sikkim frontier, where they could obtain it untaxed and cheap.

In the only case in which an officer of Government issued instructions which could be construed as encouraging disregard of the objections of planters, the reason assigned was that those objections did not take account of the facilities for smuggling from across the border, and that to close shops merely because a planter might wish to close them would simply have the effect of substituting illicit for licit consumption. It will be noticed that these instructions were issued without the sanction of superior authority so long ago as 1878, and that only the form, and not the substance of them, is open to question.

11. As an illustration of the evil effects of the outstills, some of the planters stated that the attendance of their coolies on the days following market days is seriously diminished in consequence of the drinking and drunkenness induced by the facilities for drinking afforded at the markets. As to this the evidence does not show satisfactorily that the attendance was seriously or steadily less on the days after market days than on other days; while there are causes, other than drunkenness at the market, which would fully account for any falling off that may have occurred.

12. The charge that the outstill liquor is subjected to injurious adulteration is clearly shown by the evidence to be unfounded.

13. During the enquiries made, the question whether it was desirable to make any radical change in the system of excise in the tea districts was very carefully considered. We have no hesitation in stating that the existing outstill system is that which is best suited to the tea tracts in both Darjeeling and Jalpaiguri, alike in the interests of the Government, the labouring population, and temperance.

The reasons for this conclusion will be found in paragraphs 23 to 27 of the letter of the Board of Revenue. The justice of the conclusion is very strikingly confirmed by the fact that the great majority of the planters of both Darjeeling and Jalpaiguri are in favour of the maintenance of the outstill system in preference to any other.

We are fully alive to the objections which are generally urged against the outstill system. But in many places it is the system which is least open to objection—and indeed the only possible system if any sort of control is attempted. In such places all that can be done is to improve the administration to the fullest possible extent; and to this, as Your Lordship is aware, the Government of Bengal have been devoting great attention.

14. We now proceed to notice the correspondence relating to the enquiries made in Assam. The information regarding that Province also, which is contained in the letters from the Chief Commissioner mentioned in paragraph 4 above and in the enclosures of this Despatch, is very complete; and it is unnecessary for us to do more than indicate the conclusions to be drawn on the various questions. We shall take the several points in the same order as we have done above for Bengal.

15. Regarding the alleged increase of drinking and of drunkenness, the conclusion adopted by the Chief Commissioner of Assam as the result of his prolonged enquiries is that there has been no increase in drinking or drunkenness beyond the normal increase due to the larger number of gardens and garden population, and to the increase in the wealth of the coolies and other classes who have always been addicted to drinking as a habit. Drinking is not now more prevalent than it has been any time within the last twenty years, and the enquiries show that there is now less illicit manufacture and secret drinking.

16. Regarding facilities for drinking, the excise report shows that the variations in the number of shops do not support the complaint that facilities for licit drinking have been unduly increased; while it is clear that the facilities which formerly existed for illicit drinking have been greatly reduced. During the last cold weather shops have been closed on the advice of Mr. Driberg wherever it seemed that this course was possible. The price of liquor had been allowed to fall too low in some districts, but it has now been decided to endeavour to enforce a minimum selling price of 6 annas a bottle throughout the Province.

17. As to the charge that licenses for outstills are granted in opposition to the wishes of the planters and in spite of their protests, the Chief Commissioner's letter of the 21st October 1889 contains ample proof that any objections raised by planters to the location of shops have always been considered, and that in many cases the situation of the shops has been changed to meet their wishes. We desire to draw particular attention to the specific charge made by Mr. Fitzgerald under head in the letter which was forwarded with your Despatch of the 31st January 1889. Mr. Fitzgerald thus writes:—

In fact I know of a case in which Government tried to force a shop on land actually belonging to the garden, and it was only after a long fight that the manager won the day.

It will be seen that this charge related to a shop on a garden called Nagagulli. The manager of that garden not only had no objection to the location of the shop on the garden, but was at least satisfied with the arrangement

so long as the shop was leased to one of his own native officials. When the Deputy Commissioner granted the license to another person, the difficulty that arose was not due to the planter's objection to the location of the shop, but was a consequence of the new lessee declining to pay the rent which the planter demanded. The shop has never been opened on the garden since the difficulty arose in spite of the subsequent offer of the planter to give a site on payment of Rs 25 a month.

In connection with this subject, the statements in paragraph 20 of Mr. Driberg's report deserve Your Lordship's attention, and are significant as showing that the foundation of the clamour against the excise arrangements of the Government is sometimes to be sought in other motives than an honest desire to promote temperance.

18. As regards the complaint dealt with in the preceding paragraph, we also invite attention to paragraphs 25 to 35 of the note enclosed in the Chief Commissioner's letter of 31st August 1889. It will be seen that in 1879 and subsequent years the Government of Assam made an attempt to enlist the active aid of the tea planters throughout the province in the control of spirit shops, and that the attempt failed only in consequence of the attitude of the planters. The orders which have been in force for some time in Assam require the district officers to place themselves in communication with planters whose coolies are likely to supply themselves with liquor from any shops which it is proposed to license, the object being to secure the co-operation of the planter in the control of the shop, and to give him an opportunity of urging any objections he may entertain to its location or establishment.

19. In Assam the enquiries into the allegation that the attendance of coolies on days after market days is diminished in consequence of the facilities for obtaining drink at the market have not been so complete as in Bengal. But the references to this complaint, so far as they go, support the conclusions drawn from the Bengal enquiries in paragraph 11 above.

It is also satisfactorily established that the charge of adulterating the liquor sold to the public is unfounded.

20. In Assam, as in the Darjeeling and Jalpaiguri districts of Bengal, the conclusion is clear that the outstill system of excise is that which is most suitable to the circumstances of the Province. It will be seen that Mr. Driberg has made several suggestions for the improvement of the administration of that system, and that these have been adopted by the Chief Commissioner.

21. The consideration of the reports from Bengal and Assam in this matter leads in our opinion irresistibly to the conclusion that the accusations made against the excise administration in the tea districts in the enclosures of Your Lordship's despatch of 31st January 1889 are for the most part unfounded and in all cases exaggerated. Nevertheless, we do not regret that these complaints have been made, because the enquiries that ensued have brought the planters into closer communication with the district authorities on the subject, with the result that they have been brought to look into the complex questions of excise administration from more than one point of view, to understand the difficulties with which the district officers have to contend, and have thus acquired information which qualifies them to advise and assist the Government in the future.

22. In conclusion, we invite attention to the last paragraph of the letter from the Board of Revenue, Lower Provinces, in which the request is preferred that the names of those gentlemen who have given evidence before the local authorities may be regarded as confidential. The planters concerned were anxious that their names should not be disclosed to their employers lest the fact that their evidence did not support the declared views of the proprietors of the gardens might in some cases prove detrimental to their interests. On this account we have omitted from the enclosures of this despatch which relate to Bengal the names of persons or gardens in all cases where the retention of them would have given a clue to the identity of any witness.

III.

Correspondence regarding the proposed establishment of an out-still in the Chengmari Tea Garden in the Jalpaiguri District.

No. 50 (Revenue), dated 26th June, 1890.

From—The Secretary of State for India,
To—The Government of India.

I forward for Your Excellency's information copies of paper* concerning a proposal to establish an outstill on the Chengmari Tea Garden in Jalpaiguri against the wishes of the proprietor and his neighbours. I shall be glad to learn what are the facts of the case.

*Dr. McMurtrie's letter, dated 11th June, with enclosure.

Reply to Dr. McMurtrie, dated 25th June.

2. I have not yet received a reply from your Government to my despatch No. 13, dated 31st January 1889, on the subject of complaints made regarding liquor shops and drunkenness in the tea districts.

Dated 11th June, 1890.

From—The Revd. J. McMurtrie, DD., Foreign Mission Offices, Edinburgh,
To—The Secretary of State for India.

I have the honour to enclose a copy of an official order from Major H. Boileau, Deputy Commissioner, Jalpaiguri, India, to W. A. J. Thomson, Esq., Manager of the Chengmari Tea Estate, Doars, near Darjeeling, requiring Mr. Thomson to admit an outstill and a Government market on the estate.

This order has been submitted to the Foreign Mission Committee of the Church of Scotland by Mr. Thomas H. Watson, 5, Oswald Street, Glasgow, one of the proprietors of the Chengmari Tea Estate. Both this estate and the other tea gardens in the neighbourhood are principally owned by Scotsmen. The Managers are also Scotsmen, and have mostly become total abstainers, from a desire to save their people from drunkenness.

Mr. Watson writes as follows:—

On these tea gardens several hundreds of native labourers are gathered and remain for some years under European influence, then go home taking with them what is to them a considerable sum of money and having the prestige of being travelled men, and then men of influence in their native villages.

It is therefore of special moment that these people should be delivered from the contaminating influences of a drink-shop, the results of which must be most hurtful to their moral and physical interests and a very serious hindrance to their spiritual welfare, rendering the work of missionaries more difficult and less fruitful.

The Foreign Mission Committee are deeply interested in this matter, as they have a large and hitherto very successful mission in the Darjeeling and adjoining district. Their mission has now about 1,200 Native Christians who have been gained from heathenism. Their missionaries visit the Chengmari Tea Estate and other gardens in the locality, and many of the proprietors and managers are supporters of the mission. The missionaries bear strong and unanimous testimony to the prejudicial effect of the planting of outstills among their converts and the natives generally, which they describe as a system that is ruining their work; and they are striving to counteract it by forming Total Abstinence Associations, and by being themselves, without exception, abstainers.

May I therefore very respectfully express the hope that Your Lordship will be good enough to give such instructions as will save the Chengmari Tea Estate, and other similarly situated estates in the Darjeeling District, from the introduction of the outstill system, against the wishes of proprietors!

Dated 22nd April, 1890.

From—MAJOR H. BOILEAU, Deputy Commissioner, Jalpaiguri.
To—The Manager of the Chengmari Tea Estate, Doars.

Revenue Department Land Acquisition.

I have the honour to inform you that a piece of land, measuring about 6 acres, is required in the Chengmari grant for the purpose of an outstill and a Government market. I have directed the Sub-Deputy Collector in charge of survey of tea lands to make necessary arrangements for the acquisition of the land required by Government in consultation with you. Be pleased therefore to help the Sub-Deputy Collector, if necessary, in the matter. I have also requested him to give immediate possession to the Excise Department going personally on the spot.

Dated 25th June, 1890.

From—A. GODLEY, Esq., Under-Secretary of State for India.

To—The REVD. J. McMURTRA, D.D., Foreign Mission Offices, Edinburgh.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter, dated the 11th June, concerning a proposal made by the Revenue authorities of the Jalpaiguri District to establish an outstill and liquor shop on the Chengmari Tea Garden against the wish of the proprietors of Chengmari and other surrounding gardens. It is not clear from your letter and its enclosure how the neighbouring planters made known their views to the Deputy Commissioner, or what action was taken by him upon their protests.

Viscount Cross is not in possession of any information on the subject beyond that given by you, but he will forward a copy of your letter to the Government of India in order that enquiry may be made.

No. 3906, dated 13th August, 1890.

ORDER—By the Government of India, FINANCE AND COMMERCE DEPARTMENT.

Read—

Despatch from Her Majesty's Secretary of State, No. 50 (Revenue), dated the 26th June, 1890.

ORDERED, that extract paragraph 1, together with the enclosures referred to therein, be forwarded to the Government of Bengal, with a request for an early report on the facts of the case mentioned.

No. E. $\frac{1-P}{17}$ 7, dated 26th August, 1890.

From—H. J. S. COTTON, Esq., Secretary to the Government of Bengal, Financial Department,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am directed to acknowledge the receipt of the Resolution No. 3906, dated 13th August 1890, forwarding a Despatch from the Secretary of State, No. 50, dated 26th June 1890, with its enclosures, on the subject of the proposed establishment of an outstill and Government market on the Chengmari Tea Garden in Jalpaiguri, and calling for an early report on the facts of the case.

2. In reply, I am to submit, for the information of the Government of India, a copy of a memorial of Messrs. Octavius, Steel & Co. on this subject, dated 30th April 1890, of the order of the Lieutenant-Governor calling for a report from the Board, and of the Board's report, dated 8th August 1890, with its enclosures, in which all the facts of the case are fully disclosed. It will be seen that in forwarding the memorial for report in May last, the Lieutenant-Governor observed that it was very undesirable to force outstills on particular gardens which object to their introduction, and I am now directed to say that Sir Stuart Bayley entirely concurs with the view expressed by the Board of Revenue that the outstill to which objection has been taken by the proprietors of the Chengmari Tea Estate should not be established in that garden. The Deputy Commissioner of Jalpaiguri will therefore be instructed to refrain from taking further steps in the direction of opening an outstill on the estate.

3. At the same time the Lieutenant-Governor invites attention to the circumstances explained in the reports of the Excise Commissioner and of the Deputy Commissioner of Jalpaiguri under which the establishment of an outstill was proposed. There can be no doubt that the coolies employed on the Chengmari estate and in other neighbouring tea gardens on the British frontier, who belong to the drinking classes, obtain their supplies of liquor from outstills in Bhutan, and that spirits for their consumption are smuggled across the border. The object of establishing a Government outstill, for which a monthly license fee of Rs. 100 had been offered, was to put a stop to this clandestine traffic and to replace illicit spirit, which is often of a very deleterious character by liquor manufactured under Government restrictions, and taxed under the excise law. It is obviously to the interest of the sardars and other native subordinates on the tea gardens to connive at contraband profits. The Government has, however, now decided, on considerations of general policy, the expediency of which is beyond dispute, not to allow an outstill to be forced on a reluctant garden, and it only remains for the local excise authorities to take special measures for the prevention of smuggling into these gardens. If necessary, the Lieutenant-Governor is prepared to sanction an additional establishment for the purpose. The Board will also be desired to take action, as they suggest, by explaining the difficulties of the Department to the proprietors, and asking their active co-operation in preventing contraband liquor from being smuggled over the Bhutan frontier.

4. I am to add that the Lieutenant-Governor is most anxious not to take any measure which can be interpreted into a desire to establish outstills where they are not really necessary, or to stimulate in any way the natural demand of the drinking population. The present case affords a very good example of the difficulties with which the Excise Department, when actuated by the most proper motives, has to contend in deciding upon the location of outstills and

shops upon a frontier across the border of which the excise regulations established by this Government are not in force.

5. A copy of this letter has been transmitted to the Board of Revenue for the issue of necessary orders, and a copy of the correspondence has also been sent to Messrs. Octavius, Steel & Co. and to the Honorary Secretary of the Dooars Planters' Association for their information.

Dated 30th April, 1890.

From—Messrs OCTAVIUS STEEL & Co., Calcutta,

To—The Private Secretary to His Honour the Lieutenant-Governor of Bengal.

As the Managing Agents and part owners of the Chengmari Tea Company (Limited), Letter No. 232-G, from Major H. Boileau, Deputy Commissioner, Jalpaiguri. Western Dooars, we beg leave to submit copy of the document noted in the margin, intimating peremptorily the intention of Government to take up land now in the possession of the Company, and to give immediate entry thereon to the Excise Department.

Our reply thereto is also attached.

2. We would submit to His Honour that no action of the Local Government could be more prejudicial to the welfare of the 600 or 700 coolies on the Chengmari estates or to the interests of the proprietors, the tenants of Government, than this enforced still establishment.

Our experience as settlers in the Dooars goes back to 1874, and during that time we can point to nothing that has so retarded the progress of the district and the settlement of its labour as the spendthrift and degraded habits directly due, as we believe, to the facilities forced on the people for the obtaining of liquor from Government stills.

3. We had hoped that the opinions of owners, agents and planters alike on this question during recent years would have induced consideration by Government of the hardship and harm of which we complain, and in this particular instance, where we are conscious that the effects we have named will follow with absolute certainty on the intention of the Local Government, we would ask that His Honour authorise postponement and call for investigation of the rights of this appeal.

No. 232-G., dated 22nd April, 1890.

From—MAJOR H. BOILEAU, Deputy Commissioner, Jalpaiguri.

To—The Manager of the Chengmari Tea Estate, Dooars.

I have the honor to inform you that a piece of land measuring about 6 acres is required in the Chengmari grant for the purpose of an outstill and a Government market. I have directed the Sub-Deputy Collector in charge of survey of tea lands to make necessary arrangements for the acquisition of the land required by Government in consultation with you. Be pleased, therefore, to help the Sub-Deputy Collector, if necessary, in the matter. I have also requested him to give immediate possession to the Excise Department, going personally on the spot.

Dated 28th April, 1890.

From—Messrs. OCTAVIUS STEEL & Co., Calcutta,

To—The Deputy Commissioner, Jalpaiguri.

[Your No. 232-G. of 22nd current addressed to W. A. J. Thomson, Esq., Manager of the Chengmari Tea Estate, Dooars.]

We have the honour to request that you will issue orders that no steps be taken in this matter pending a reference now being made by us to the Lieutenant-Governor.

2. We oppose the establishment of a Government still in this proximity to our estates for the following reasons:—

(a) A still is not called for by the lessees of the land, nor by the settlers and labourers thereon.

(b) These labourers and settlers have been brought together by us at great expense, a portion of them from Ganjam in the Madras Presidency, for the purpose of opening up the land under tea: work on the garden has only been begun a few months, and the labour is quite unsettled as yet. Our experience in the district during the past 16 years has shown plainly that the forced introduction of liquor by Government into private or public bazars has had disastrous effect on our tea garden labour, and this would in the present instance tell to the greater prejudice of the prospects of these estates, seeing that labour throughout the district is this season unprecedentedly short.

(c) The encouragement to intemperance and debauch given by these stills is most harmful of all perhaps to the coolies themselves. People freshly settled from their countries have saved no money wherewith really to afford drink; the impoverished condition of many, and the uselessness as labourers to which a section of them become reduced, are directly due in our experience to the facilities for drinking which the Government liquor shop thrusts on them.

- (d) The effect of the establishment of this still would in our opinion be to seriously imperil the prospects of the Chengmari Estate, for the formation of which and development of the grants, of which the Company is the tenant of Government, we have with our friends subscribed five lakhs of rupees.

No. Ex. 1-P-17-2, dated 21st May, 1890.

Endorsed by the Government of Bengal, Financial Department.

Forwarded* to the Secretary to the Board of Revenue, Miscellaneous Department, for the favour of a report. The Lieutenant-Governor considers it

* Letter from Octavius Steel & Co., Calcutta, dated the 30th April 1890.

very undesirable to force outstills on particular gardens which object, if it can be avoided.

The return of the original paper is requested.

No. 577- B., dated 8th August, 1890.

From—K. G. GUPTA, Esq., Secretary to the Board of Revenue, Lower Provinces,
To—The Secretary to the Government of Bengal, Financial Department.

I am directed to acknowledge the receipt of Government Order No. Ex. 1-P.—17-2, dated 21st May last, forwarding for report a representation from Messrs. Octavius Steel & Co, Calcutta, Managing Agents and part owners of the Chengmari Tea Estate, Dooars, on the subject of the acquisition by Government of land on that estate for the purpose of establishing an outstill.

2. In reply, I am desired to say that the Board consulted the Excise Commissioner on the subject. That officer's report of the 18th ultimo, No. 2032, is submitted herewith for the information of Government.

3. The Board cannot altogether agree with the Excise Commissioner. It is no doubt unsatisfactory that contraband liquor should find its way into the Dooars, but at the same time the establishment of an outstill on land acquired by Government from the garden will undoubtedly facilitate drinking by the coolies, who will be able to get liquor much more easily and readily than if they have to depend upon a precarious supply smuggled over the frontier.

4. The Board cannot recommend the forcing an outstill on a reluctant garden by the agency of the Land Acquisition Act. Sir Henry Harrison would prefer to explain the difficulties of the Department to the proprietors, and ask for their active co-operation in preventing any liquor being smuggled over the frontier, warning them that, unless the efforts to check this prove successful, it may be necessary to establish an outstill somewhere in the neighbourhood.

5. The original enclosure of the Government order under reply is returned herewith.

No. 2032, dated 18th July, 1890.

From—R. V. WESTMACOTT, Esq., Commissioner of Excise, Bengal,
To—The Secretary to the Board of Revenue, Lower Provinces.

With reference to your No. 838-B. of 28th May 1890, and enclosure as per margin, I

Government Order No. Ex 1-P-17-2 of 21st May, 1890, with the petition of Messrs Octavius Steel & Co., dated 30th April 1890, and its enclosures.

have the honour to forward to the Board copy of a report submitted by the Deputy Commissioner of Jalpaiguri (his No. 117-E. of 14th July 1890), and to say that I agree with the Deputy Commissioner in thinking it necessary that an outstill should be established in the locality referred to. The

proposal was submitted to the Board with other proposed settlements for 1890-91, and approved on the 7th March last. If there were the slightest grounds for believing that the establishment of an outstill would bring liquor within the reach of labourers who now have none, I would not recommend it; but being assured that a plentiful supply of cheap liquor is now being smuggled from Bhutan, that the revenue is being defrauded, and that the labourers are not kept out of temptation, I have no hesitation in saying that an outstill is required. I think it extremely probable that the smuggling is in the hands of some of the servants of the tea gardens, who are interested in impressing upon their masters the evils attending the establishment of an outstill, and who ingeniously conceal the effects of drinking smuggled liquor among the labourers. I do not suppose that Messrs. Octavius Steel & Co. are aware of this, but am none the less of opinion that careful enquiry would prove it. The Sub-divisional Officer, as quoted by the Deputy Commissioner, says :—

The managers are in a way completely in the hands of Dalchand, &c.

This I do not think probable, but I do not think that it is the case with the subordinates of the managers. I am entirely opposed to giving facilities for drinking where none exist at present, but this is only a case of substituting a licit supply of liquor for smuggling, and the circumstances are such as to call urgently for the establishment of an outstill in spite of the

protests of the owners of tea gardens. In the face of the fact that Bhutan liquor is being sold in the gardens at two annas the quart bottle, it is absurd to speak of the facilities forced on the people for the obtaining of liquor from Government stills.

No. 117-E., dated 14th July, 1890.

From — MAJOR H. BOILEAU, Deputy Commissioner of Jalpaiguri,
To — The Commissioner of Excise, Bengal.

In reply to your No. 1140, dated 31st May 1890, forwarding in original Board's No. 838-B., dated 28th May 1890, and its enclosures, I have the honour to report as follows.

2. In his letter No. 58-E., dated 20th and 22nd November 1888, the Sub-divisional Officer of Alipur recommended that an outstill shop should be opened at Luksan, as illicit liquor is brought into Luksan market. Mr. Sunder, the Sub-divisional Officer, in his letter No. 37-E., dated 3rd July 1889, writes :—

I find that a large quantity of Bhutan liquor is supplied daily to the coolies of all the gardens lying between the Jaldacca and Tarsa rivers. There are several outstill shops in Bhutan territory which are kept by Paharias, Bhutias, and Lepchas. These people pay the Bhutan Government a fee of 12 annas annually for the shops. The shops are under one Karabir Paharia, Nando Paharia and Dalchand Paharia. The managers are in a way completely in the hands of Dalchand, Karabir, and Nando. For this reason the managers of the gardens do not care to prevent the sale of the Bhutan liquor in their gardens, although all of them know of the existence of the Bhutan shops, and that their coolies get most of their supply of liquor from these shops. The Bhutan liquor sells at two annas per quart bottle.

3. Mr. Sunder, in his letter No. 26-E., dated 12th June 1889, to the address of Mr. Thompson, Manager of the Luksan Tea Estate, writes :—

I find that it (Bhutan liquor) is made from *marua* and Indian corn, and is strengthened with *dhatura* and other poisonous articles, which must injuriously affect the health of your coolies and cause loss to your garden.

4. Under all these circumstances, a shop was recommended for Luksan for the year 1889-90, and was sanctioned by the Board; but the shop could not be opened for want of a site, as Mr. Thompson, the manager, objected to it.

5. In the settlement proposal for the year 1890-91 (letter No. 80-E., dated 14th December 1889) the Sub-divisional Officer writes :—

I also ask that a new outstill be opened next year at Chengmari, north-east of the Luksan Tea Estate to stop the large amount of Bhutan liquor which is now coming into the above gardens. Two outstills close to the frontier on Bhutan territory are kept up by one Nando Paharia, and are supplying liquor daily to the coolies of Chengmari, Carron, and Luksan gardens. On the understanding that there will not be much difficulty to obtain a site in Chengmari, an outstill shop was recommended for Chengmari for the year 1890-91. This shop was sanctioned by the Board, and settled with one Bhurasi Ram on a monthly license fee of Rs100. But it has not yet been opened for want of a site.

6. I have not the least hesitation in saying that Bhutan liquor comes regularly into the Hope-Nagrakata, Chapaguri, Sukanhari, Bhagutpur, Gatia, and Luksan Tea Estates, and the gardens opened by the Carron Tea Company and Octavius Steel & Co. between the Dinah and Kuji Dinah rivers. In order to prevent it to some extent and to secure revenue for Government, an outstill shop is absolutely necessary in the neighbourhood of Luksan or Chengmari.

7. There were several prosecutions for smuggling of Bhutan liquor in the neighbourhood of Nagrakata, Luksan, and Chengmari. There were 19 cases during 1889-90, 8 cases in 1888-89, and 9 cases in 1887-88. Thus as many cases were detected by our present detective establishment, which is quite insufficient, and it can be fairly presumed that a good many cases are escaping detection.

8. I would further add that there is some mistake as to the intention to take up 6 acres for the establishment of a market, and also an outstill. It was originally intended to take up not less than 50 acres for this purpose, and more recently Mr. Sunder, the Settlement Officer, proposed that 275 acres should be reserved for Government purposes. To this proposal Messrs. Octavius, Steel & Co., through Mr. Hutchinson, their Manager, have strongly objected on the ground that the land is too valuable to them.

9. It is now under consideration what area of land can be taken up that will answer the purpose without injuring unduly the interest of the lessees. As regards the necessity of establishing an outstill, I have only to say that the non-establishment of one does not prevent all the coolies referred to on the Chengmari and neighbouring estates from obtaining country liquor. This they obtain from Bhutan, the only check to this smuggling being the occasional visits of excise officers. I do not hesitate to say that managers know full well that such smuggled liquor is obtained by their coolies. This being so, I would venture to observe that the establishment of an outstill would check such smuggling, and would at the same time give to those who require it a supply of country liquor under certain restrictions. The liquor would be of a better description, and would be supplied at a higher rate, thereby to a certain extent checking undue consumption.

10. I beg to say that the supply of such liquor will not be prejudicial to the welfare of the coolies, nor to the interests of the proprietors. The coolies must have liquor; they are men of

the drinking classes; and, if liquor is not obtainable, they will make every effort to procure it. I may state that some other managers recognised this fact fully.

11. Board's No. 838 B., dated 28th May 1890, and its enclosures in original received with your letter under reply, are herewith returned.

No. 316, dated 1st October 1890.

From—The Government of India,

To—The Secretary of State for India.

We have the honour to acknowledge the receipt of Your Lordship's Despatch No. 50 (Revenue), dated the 26th June 1890, forwarding copies of papers regarding the establishment of an outstill on the Chengmari Tea Garden in Jalpaiguri against the wishes of the proprietor and his neighbours.

2. We enclose copy of papers received from the Government of Bengal on the subject, from which it will be seen that the establishment of the outstill was proposed with the object of substituting taxed for smuggled liquor; but that, in deference to the wishes of the owners of the garden, the Government decided that the shop should not be opened.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1890.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhodesum).		MARUA OR RAGI (Eleusine coracana).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Batna—																										
<i>Tanasserim—</i>																										
Mergul . . . . .	...	...	...	...	11 1	11 1	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy . . . . .	...	...	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14 1/2	17 14 1/2
Moulmein and Amherst	7 14	7 14	...	...	10 6	10 6	12 2	12 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	220 0	220 0	18 11	19 12
<i>Pegu (deltaic)—</i>																										
Pegu . . . . .	...	...	...	...	10 4	10 4	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	157 0	157 0	16 0	16 0
Kangoon . . . . .	...	...	...	...	9 4	11 2	11 2	12 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 3	14 3
Tobingwa . . . . .	...	...	...	...	10 11	10 12	12 1	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein . . . . .	...	...	...	...	12 15	13 0	18 0	16 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	219 9	230 0	16 10	15 12
<i>Pegu (inland)—</i>																										
Shwegyin . . . . .	...	...	...	...	10 10	9 13	11 5	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawaddy . . . . .	...	...	...	...	12 0	12 5	14 10	14 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	450 0	450 0	14 6	14 3
Henzada . . . . .	...	...	...	...	12 10	12 10	12 10	12 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	16 2	16 2
Prome . . . . .	...	...	...	...	10 12	11 3	15 9	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	193 3	193 3	14 3	14 3
Toungoo . . . . .	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmye . . . . .	...	...	...	...	15 9	15 9	17 4	17 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	392 0	392 0	11 9	11 9
<i>Upper Burma—</i>																										
Mandalay	10 0	10 14	...	...	11 7	10 14	12 10	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60 0	65 0	16 14	15 3
<i>Arahan—</i>																										
Sandoway . . . . .	...	...	...	...	27 0	25 6	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	14 0	12 0
Kyaokryu . . . . .	...	...	...	...	18 14	19 9	20 6	21 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	340 0	340 0	16 8	16 8
Akyah . . . . .	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	11 0	11 0
Assam—																										
<i>Surma—</i>																										
Sylhet	12 4	13 4	...	...	10 12	10 0	14 8	12 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	108 0	108 0	9 12	9 12
Cachar . . . . .	...	...	...	...	10 0	9 6	12 0	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 6	9 6
Khasi and Jaintia hills . . . . .	...	...	...	...	5 8	5 0	6 8	7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	7 0	7 0
Garó Hills . . . . .	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	7 0	7 0
<i>Prakhalpura—</i>																										
Goalpara	16 0	16 0	...	...	7 0	7 0	13 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 0	9 0
Kamrup . . . . .	...	...	...	...	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	10 0	10 0
Darrang . . . . .	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	9 0	9 0
Nowong . . . . .	...	...	...	...	18 0	18 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	8 0	8 0
Shillong . . . . .	...	...	...	...	6 8	6 8	17 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40 0	40 0	9 0	9 0
Lakhimpur . . . . .	...	...	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	8 0	8 0

[illegible]

(a) Not stated.

• Khesari, husked.

Not sold.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eleusine coracana</i>).		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR TUR, CADIAN PEA (<i>Caajanus indicus</i>).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Bengal—continued																										
Bihar, south—																										
Monghyr	15 12	16 12	17 13	16 12	11 0	11 0	14 11	15 3	...	...	...	...	...	...	14 11	14 11	21 0	21 0	21 0	21 0	17 13	16 12	168 0	168 0	9 15	9 15
Gya	15 8	15 4	19 0	18 12	10 0	10 0	17 0	17 0	...	...	...	...	...	...	15 0	14 12	19 0	18 0	...	...	17 0	16 8	160 0	160 0	10 0	10 0
Patna	15 12	15 12	19 0	17 0	11 0	11 0	17 0	16 4	...	...	...	...	...	...	16 0	16 0	19 0	19 8	21 0	21 0	...	19 0	130 0	130 0	9 8	10 0
Shahabad	17 2	16 12	16 0	16 0	9 0	9 0	15 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	17 0	17 0	120 0	120 0	10 0	10 0
Bihar, north—																										
Patna	15 0	16 0	...	...	15 0	15 0	17 0	17 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 0	15 0	130 0	130 0	9 0	9 0
Bhagalpur	16 7	16 6	18 15	20 3	10 1	10 11	12 10	13 14	...	...	...	...	...	...	...	...	20 3	20 13	21 7	21 7	17 11	18 10	151 8	151 8	10 8	10 0
Darbhanga	14 0	13 4	17 9	16 8	12 0	13 0	15 2	15 12	...	...	...	...	...	...	...	...	19 12	19 0	20 0	20 0	17 0	17 0	160 0	160 0	11 0	11 0
Muzaffarpore	16 0	16 0	17 0	18 0	8 0	9 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	17 0	18 0	18 0	16 0	17 0	160 0	160 0	10 0	10 0
Saran	14 8	15 8	16 8	16 0	8 8	8 4	14 14	14 8	...	...	...	...	...	...	14 0	14 0	17 4	17 4	18 0	18 0	16 4	17 12	180 0	180 0	10 4	10 4
Champaran	16 0	16 0	21 0	19 0	9 0	9 0	17 0	16 0	...	...	...	...	...	...	...	...	19 0	18 0	20 0	21 0	17 0	17 8	160 0	160 0	10 0	10 0
V.-W. Provinces—																										
Meerut—																										
Mirzapur	13 0	13 0	15 0	15 0	8 0	8 0	14 0	13 8	16 0	15 0	17 0	15 3	13 9	13 9	16 0	16 0	17 0	17 0	18 0	18 0	18 0	19 0	90 0	90 0	10 0	9 8
Benares	13 13	13 13	15 7	15 3	9 8	9 8	14 10	13 13	17 14	14 14	17 1	15 3	13 9	13 9	16 0	16 0	17 0	17 0	18 11	16 13	19 8	20 1	120 0	120 0	10 6	10 6
Ghazipur	15 7	15 7	17 6	17 6	7 12	7 12	9 8	9 8	16 12	18 0	12 14	12 4	25 12	25 12	19 5	19 5	18 0	18 0	18 8	18 8	18 10	19 5	154 0	154 0	11 0	11 0
Jauhar	12 8	12 0	14 8	14 8	7 0	7 0	9 8	9 8	...	...	...	...	...	...	...	...	...	...	...	...	16 0	15 8	170 0	170 0	11 8	11 8
Allahabad	12 14	13 0	16 0	15 8	7 8	7 8	14 0	12 8	15 0	16 0	17 0	16 0	19 0	19 0	17 0	18 0	16 0	16 0	...	...	17 0	16 0	100 0	100 0	10 0	10 0
Central—																										
Aligarh	13 0	13 0	15 8	15 8	8 0	8 0	14 8	13 0	16 0	16 0	16 0	16 0	...	...	...	...	16 0	16 0	...	...	14 8	14 8	180 0	180 0	10 4	10 4
Etahpur	13 12	13 8	15 12	15 8	10 12	10 12	14 0	14 0	...	...	...	...	...	...	...	...	15 12	16 0	...	...	20 0	20 0	160 0	160 0	10 12	10 12
Meerut	13 12	13 12	15 12	15 12	9 0	9 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	15 8	16 6	...	...	19 8	19 8	140 0	140 0	10 8	10 8
Meerut	14 0	13 0	17 0	17 0	9 0	9 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	14 12	14 12	17 8	17 8	9 0	9 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	14 7	14 11	17 4	17 4	6 0	6 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	13 0	12 12	16 0	15 0	6 0	6 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	14 4	14 4	16 0	16 0	6 8	6 8	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	15 4	15 4	16 12	17 4	6 8	6 8	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	14 8	14 2	17 0	16 0	10 8	10 8	12 14	13 2	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	15 6	14 14	18 7	17 13	7 12	7 12	12 14	13 2	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	14 0	14 0	18 8	18 8	5 0	5 0	9 0	9 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	15 0	14 3	19 8	20 0	5 4	5 4	9 4	9 4	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	15 4	15 8	19 8	19 0	5 4	5 4	9 4	9 4	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	16 12	16 12	17 8	17 8	5 0	5 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	16 4	16 8	18 0	20 8	5 0	5 0	13 0	13 0	18 0	18 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Meerut	15 12	15 12	16 8	17 8	9 4	9 4	16 0	15 8	...	...	...	...	...	...	...	...	19 4	18 8	...	...	19 4	19 4	155 0	155 0	10 8	10 8
Meerut	12 8	12 8	14 12	14 12	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	15 2	15 2	16 4	16 4	14 12	12 8	177 8	177 8	9 3	9 3
Meerut	13 8	13 8	14 6	14 6	9 0	9 0	16 8	16 8	...	...	...	...	...	...	...	...	16 8	16 8	16 3	16 3	16 10	16 10	140 0	140 0	10 0	10 0
Meerut	15 0	15 0	16 8	16 8	9 0	9 0	16 8	16 8	...	...	...	...	...	...	...	...	16 8	16 8	17 0	17 0	16 8	16 8	140 0	140 0	10 0	10 0
Meerut	14 4	14 4	18 8	18 0	8 8	8 8	14 0	14 0	18 0	18 0	16 8	17 0	24 0	24 0	22 0	22 0	16 8	16 8	17 8	17 8	19 0	18 0	140 0	140 0	10 8	10 8
Meerut	14 8	15 0	17 8	18 0	7 0	7 0	14 0	14 0	17 0	17 0	16 8	17 0	24 0	24 0	22 0	22 0	17 8	17 8	19 0	19 0	19 0	18 0	200 0	200 0	11 4	11 4
Meerut	15 12	15 12	16 8	17 8	9 4	9 4	16 0	15 8	...	...	...	...	...	...	...	...	19 4	18 8	...	...	19 4	19 4	155 0	155 0	10 8	10 8
Meerut	12 8	12 8	14 12	14 12	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	15 2	15 2	16 4	16 4	14 12	12 8	177 8	177 8	9 3	9 3
Meerut	13 8	13 8	14 6	14 6	9 0	9 0	16 8	16 8	...	...	...	...	...	...	...	...	16 8	16 8	16 3	16 3	16 10	16 10	140 0	140 0	10 0	10 0
Meerut	15 0	15 0	16 8	16 8	9 0	9 0	16 8	16 8	...	...	...	...	...	...	...	...	16 8	16 8	17 0	17 0	16 8	16 8	140 0	140 0	10 0	10 0
Meerut	14 4	14 4	18 8	18 0	8 8	8 8	14 0	14 0	18 0	18 0	16 8	17 0	24 0	24 0	22 0	22 0	16 8	16 8	17 8	17 8	19 0	18 0	140 0	140 0	10 8	10 8
Meerut	14 8	15 0	17 8	18 0	7 0	7 0	14 0	14 0	17 0	17 0	16 8	17 0	24 0	24 0	22 0	22 0	17 8	17 8	19 0	19 0	19 0	18 0	200 0	200 0	11 4	11 4
Meerut	15 12	15 12	16 8	17 8	9 4	9 4	16 0	15 8	...	...	...	...	...	...	...	...	19 4	18 8	...	...	19 4	19 4	155 0	155 0	10 8	10 8

District	1911-12										1912-13										1913-14										1914-15										Total	Unshook.																																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																																											
Central India																																																																																			
Indore	14	2	13	8	18	0	18	0	18	0	14	2	13	8	18	0	18	0	18	0	14	2	13	8	18	0	18	0	18	0	14	2	13	8	18	0	18	0	18	0	14	2																																									
Nagpur	14	12	14	8	24	0	23	1	18	0	14	12	14	8	24	0	23	1	18	0	14	12	14	8	24	0	23	1	18	0	14	12	14	8	24	0	23	1	18	0	14	12																																									
Bastar	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0																																									
Gwalior	14	51	14	10	16	12	17	4	7	9	14	51	14	10	16	12	17	4	7	9	14	51	14	10	16	12	17	4	7	9	14	51	14	10	16	12	17	4	7	9	14																																										
Western																																																																																			
Jalgaon	13	7	13	2	17	8	18	12	6	4	13	7	13	2	17	8	18	12	6	4	13	7	13	2	17	8	18	12	6	4	13	7	13	2	17	8	18	12	6	4	13	7																																									
Surat	12	71	12	2	12	71	12	2	12	71	12	2	12	71	12	2	12	71																																									
Eastern																																																																																			
Patna	15	10	16	4	23	12	30	0	21	4	15	10	16	4	23	12	30	0	21	4	15	10	16	4	23	12	30	0	21	4	15	10	16	4	23	12	30	0	21	4	15	10																																									
Bihar	15	10	16	4	23	12	30	0	21	4	15	10	16	4	23	12	30	0	21	4	15	10	16	4	23	12	30	0	21	4	15	10	16	4	23	12	30	0	21	4	15	10																																									
North																																																																																			
Delhi	13	0	13	2	16	4	16	0	11	0	13	0	13	2	16	4	16	0	11	0	13	0	13	2	16	4	16	0	11	0	13	0	13	2	16	4	16	0	11	0	13	0																																									
Uttar Pradesh	14	0	13	14	16	8	11	0	11	0	14	0	13	14	16	8	11	0	11	0	14	0	13	14	16	8	11	0	11	0	14	0	13	14	16	8	11	0	11	0	14	0																																									

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1890—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eleusine coracana</i>).		KANGNI OR KAKUM, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, "CHOLA," KADALAY OR SUNAGA (<i>Cicer arctinum</i>).		MAIZE (<i>Zea Mays</i>).		ASHAR, OR TURU, CADIAN PEA (<i>Cajanus indicus</i>).		FIRWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Unjab—																										
Southern—																										
Hissar	17 0	16 0	20 0	20 0	...	...	12 0	10 0	21 0	20 0	21 0	20 0	...	...	...	...	23 0	23 0	18 0	18 0	...	...	120 0	120 0	11 8	11 4
Ferozepore	19 0	19 0	25 0	24 0	...	...	10 0	10 0	30 0	30 0	24 0	22 0	...	...	...	...	24 0	23 0	25 0	26 0	...	...	105 0	105 0	13 0	13 0
Montgomery	17 0	17 0	24 0	25 0	...	...	10 0	11 0	20 0	20 0	20 0	20 0	...	...	...	...	21 0	22 0	24 0	20 0	...	...	253 0	253 0	12 0	12 0
Central—																										
Gurgaon	17 0	16 0	20 0	21 0	...	...	10 0	10 0	22 0	20 0	20 0	20 0	...	...	...	...	20 0	20 0	23 0	22 0	...	...	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	20 0	20 0	...	...	13 0	13 0	19 0	18 0	19 0	19 0	...	...	...	...	19 0	19 0	18 0	19 0	...	...	80 0	80 0	11 0	11 0
Rohak	18 0	17 0	18 0	19 0	...	...	10 0	10 0	20 0	20 0	20 0	20 0	...	...	...	...	22 0	21 0	19 0	19 0	...	...	120 0	120 0	10 0	10 0
Karnal	17 0	17 0	20 0	21 0	...	...	12 0	12 0	23 0	24 0	19 0	18 0	...	...	...	...	21 0	20 0	22 0	24 0	...	...	120 0	120 0	10 0	10 0
Lahore	17 0	18 0	26 0	26 0	...	...	12 0	12 0	26 0	26 0	21 0	21 0	...	...	...	...	21 0	21 0	24 0	24 0	...	...	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	17 0	20 0	19 0	...	...	12 0	11 0	22 0	20 0	20 0	20 0	...	...	...	...	21 0	21 0	21 0	22 0	...	...	130 0	130 0	13 0	13 0
Ludhiana	18 0	19 0	21 0	21 0	...	...	13 0	12 0	23 0	23 0	20 0	20 0	...	...	...	...	23 0	23 0	23 0	25 0	...	...	110 0	110 0	13 0	13 0
Indrapur	19 0	19 0	24 0	25 0	...	...	18 0	18 0	24 0	24 0	19 0	19 0	...	...	...	...	21 0	22 0	26 0	25 0	...	...	100 0	100 0	12 8	12 8
Kohatpur	20 0	20 0	24 0	24 0	...	...	10 0	10 0	26 0	26 0	14 0	14 0	...	...	...	...	20 0	20 0	30 0	26 0	...	...	90 0	90 0	13 2	13 2
Gardaspur	20 0	20 0	25 0	26 0	...	...	14 0	14 0	26 0	26 0	14 0	14 0	...	...	...	...	25 0	25 0	30 0	25 0	...	...	120 0	120 0	13 0	13 0
Amritsar	18 0	18 0	24 0	25 0	...	...	12 0	12 0	25 0	25 0	20 0	20 0	...	...	...	...	23 0	23 0	23 0	25 0	...	...	90 0	90 0	13 0	13 0
Hills—																										
Simsa	13 0	13 0	15 0	15 0	...	...	8 0	8 0	13 0	14 0	14 0	14 0	...	...	...	...	16 0	16 0	19 0	19 0	...	...	65 0	65 0	8 15	8 14
Kangra	18 0	18 0	24 0	24 0	...	...	14 0	15 0	14 0	11 0	11 0	11 0	...	...	...	...	7 0	7 0	22 0	22 0	...	...	100 0	100 0	10 0	10 0
North-western—																										
Sialkot	18 0	18 0	27 0	27 0	...	...	14 0	14 0	30 0	30 0	25 0	25 0	...	...	...	...	21 0	20 0	23 0	25 0	...	...	100 0	100 0	13 8	13 8
Gujawal	20 0	19 0	30 0	30 0	...	...	14 0	12 0	30 0	30 0	24 0	24 0	...	...	...	...	25 0	22 0	24 0	24 0	...	...	85 0	85 0	13 8	13 8
Gujrat	19 0	21 0	30 0	30 0	...	...	11 0	11 0	25 0	26 0	24 0	24 0	...	...	...	...	22 0	21 0	25 0	24 0	...	...	120 0	120 0	13 8	13 8
Bahawal	21 0	21 0	37 0	36 0	...	...	10 0	10 0	30 0	28 0	27 0	30 0	...	...	...	...	21 0	21 0	28 0	27 0	...	...	120 0	120 0	14 8	14 8
Rawalpindi	18 0	18 0	31 0	29 0	...	...	9 0	9 0	40 0	40 0	26 0	28 0	...	...	...	...	19 0	20 0	30 0	28 0	...	...	83 0	83 0	13 8	13 8
Hazara	20 0	21 0	35 0	34 0	...	...	11 0	11 0	33 0	30 0	23 0	25 0	...	...	...	...	17 0	17 0	31 0	30 0	...	...	100 0	100 0	11 0	11 0
Peshawar	18 0	18 0	32 0	30 0	...	...	11 0	11 0	33 0	30 0	23 0	25 0	...	...	...	...	17 0	17 0	30 0	25 0	...	...	110 0	110 0	41 0	41 0
Kohat	19 0	19 0	30 0	33 0	...	...	16 0	16 0	33 0	33 0	31 0	30 0	...	...	...	...	18 0	20 0	33 0	34 0	...	...	180 0	180 0	60 0	60 0
Western—																										
Shahpur	17 0	19 0	23 0	26 0	...	...	10 0	10 0	24 0	25 0	22 0	25 0	...	...	...	...	20 0	23 0	24 0	25 0	...	...	200 0	200 0	13 0	13 0
Jhang	16 0	17 0	26 0	26 0	...	...	10 0	9 0	23 0	21 0	20 0	19 0	...	...	...	...	16 0	17 0	23 0	22 0	...	...	240 0	240 0	12 0	12 0
Multan	16 0	16 0	24 0	25 0	...	...	12 0	12 0	25 0	25 0	23 0	21 0	...	...	...	...	19 0	19 0	24 0	21 0	...	...	100 0	100 0	13 0	13 0
Bannu	22 0	23 0	43 0	46 0	...	...	14 0	13 0	49 0	50 0	30 0	34 0	...	...	...	...	24 0	26 0	39 0	48 0	...	...	80 0	80 0	40 0	40 0
D. I. Khan	19 0	19 0	28 0	28 0	...	...	9 0	9 0	34 0	34 0	29 0	29 0	...	...	...	...	22 0	22 0	30 0	28 0	...	...	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	18 0	18 0	17 0	17 0	...	...	...	...	18 0	18 0	18 0	18 0	...	...	110 0	110 0	12 0	12 0
D. G. Khan	16 0	18 0	23 0	23 0	...	...	8 0	8 0	28 0	25 0	24 0	25 0	...	...	...	...	18 0	18 0	18 0	18 0	...	...	125 0	125 0	20 0	20 0
Ind and Baluchistan—																										
Karachi	12 8	13 0	19 0	19 0	8 0	8 0	11 0	11 0	19 0	19 0	18 0	17 0	...	...	...	...	15 8	15 8	16 0	16 0	...	...	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	13 0	13 0	23 0	22 0	8 0	8 0	10 0	10 0	24 0	22 0	22 0	16 8	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Parkar (Umarkot)	13 8	15 8	...	...	...	...	11 8	13 8	...	...	16 8	16 8	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sakhar	15 0	15 0	20 0	20 0	8 0	8 0	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	...	...	160 0	160 0	12 0	12 0
Saltkhar	12 13	13 8	19 8	19 8	7 12	7 12	8 10	8 10	20 13	22 12	26 4	27 4	...	...	...	...	15 14	16 5	...	...	...	...	150 0	150 0	10 14	10 14
Upper Sind Frontier	13 8	14 8	16 8	16 8	8 0	8 0	12 0	12 0	28 0	30 0	24 0	34 0	...	...	...	...	15 8	16 0	16 0	16 0	...	...	213 0	213 0	11 0	11 0
Quetta	14 0	14 0	15 0	15 0	5 0	5 0	7 0	7 0	18 0	18 0	14 0	15 0	...	...	...	...	13 0	13 0	16 0	16 0	...	...	64 0	64 0	8 0	8 0

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1890—concluded.
QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR COMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Zizania indica</i>).		KANGNI OR ITALIAN MILLET (<i>Sesuvium indicum</i>).		GRAM, CHOLA, KADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR THUR, CADJAN PEA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.			
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—																												
Malabar Coast—																												
Malabar	9 0	9 0	9 0	9 0	10 14	10 14	11 5	11 5	•	•	•	•	21 14	21 14	21 14	21 14	•	•	•	•	•	•	•	•	136 2	136 2	11 11	11 11
S. Canara	9 10	9 10	9 10	9 10	10 10	11 2	12 13	12 13	•	•	•	•	21 13	21 13	21 13	21 13	•	•	•	•	•	•	•	126 6	126 6	13 5	13 5	
South, central—																												
Coimbatore	10 5	10 11	10 5	10 11	11 5	11 5	11 13	11 13	10 13	19 2	20 11	20 11	25 6	25 6	25 6	25 6	•	•	•	•	•	•	•	133 11	133 11	12 3	12 3	
Nagpur	9 3	9 3	9 3	9 3	8 13	8 13	9 10	9 10	20 0	20 0	15 6	15 6	18 11	18 11	18 11	18 11	•	•	•	•	•	•	•	274 3	274 3	9 3	9 3	
Salem	10 10	10 11	10 10	10 11	9 13	10 5	12 11	12 13	22 8	21 6	24 10	23 13	29 2	27 6	27 6	27 6	•	•	•	•	•	•	•	186 10	186 10	12 14	12 14	
Central—																												
Bellary	16 2	16 5	16 2	16 5	11 8	11 13	12 11	12 6	26 13	26 13	23 0	22 10	28 10	28 2	28 2	28 2	•	•	•	•	•	•	•	97 3	97 3	11 14	11 14	
Anantapur	12 8	12 8	12 8	12 8	11 13	11 13	13 0	13 0	25 13	25 13	22 10	22 10	27 3	27 3	27 3	27 3	•	•	•	•	•	•	•	97 3	97 3	11 5	11 5	
Cuddapah	13 3	13 3	13 3	13 3	11 2	10 11	12 14	12 14	24 3	24 3	20 5	21 13	25 5	28 8	28 8	28 8	•	•	•	•	•	•	•	140 0	140 0	12 3	12 3	
Kurnool	14 10	14 10	14 10	14 10	11 6	11 6	12 3	12 3	29 6	28 2	24 6	23 13	29 5	28 8	28 8	28 8	•	•	•	•	•	•	•	138 14	138 14	11 11	11 11	
East Coast, north—																												
Ganjam	10 11	10 11	10 11	10 11	14 0	14 0	14 8	15 0	•	•	•	•	27 5	25 8	25 8	25 8	•	•	•	•	•	•	•	114 3	114 3	11 13	11 13	
Vizagapatnam	14 0	14 0	14 0	14 0	10 2	10 2	11 5	11 5	27 0	24 5	33 11	32 11	26 5	28 2	28 2	28 2	•	•	•	•	•	•	•	116 10	116 10	11 11	11 11	
Gopavari	12 10	11 11	13 14	13 14	13 14	13 14	15 0	15 0	23 0	23 0	28 3	28 3	29 5	29 5	29 5	29 5	•	•	•	•	•	•	•	243 0	243 0	12 0	12 0	
East Coast, central—																												
Kandam	10 6	10 6	10 6	10 6	12 10	12 10	13 3	13 3	18 6	18 6	18 2	18 2	26 13	26 13	26 13	26 13	•	•	•	•	•	•	•	140 14	140 14	13 3	13 3	
Kandam	11 8	11 8	11 8	11 8	11 2	11 2	11 11	11 11	19 13	19 13	18 2	18 2	20 10	20 10	20 10	20 10	•	•	•	•	•	•	•	93 5	93 5	12 13	12 13	
East Coast, south—																												
Madras	11 0	11 0	10 6	10 6	10 6	10 6	11 0	11 0	17 14	18 13	18 0	19 3	22 11	22 5	22 5	22 5	•	•	•	•	•	•	•	102 2	102 2	13 2	13 2	
Chingleput	•	•	10 8	10 8	10 8	10 8	11 11	11 11	22 13	22 13	21 8	21 8	23 5	23 5	23 5	23 5	•	•	•	•	•	•	•	122 8	122 8	11 10	11 10	
N. Arcot	9 6	9 6	10 5	10 6	10 6	10 6	12 3	11 5	23 11	23 11	21 8	21 8	25 11	25 11	25 11	25 11	•	•	•	•	•	•	•	160 10	160 10	11 5	11 5	
S. Arcot	8 10	8 10	10 14	10 14	10 14	10 14	10 14	10 14	16 13	16 13	23 2	23 2	22 5	22 5	22 5	22 5	•	•	•	•	•	•	•	209 0	209 0	11 5	11 5	
Tanjore	8 13	8 13	10 13	10 13	10 13	10 13	13 6	13 6	•	•	27 10	27 10	24 3	24 3	24 3	24 3	•	•	•	•	•	•	•	145 13	145 13	12 14	12 14	
Tiruchopoly	9 14	9 14	9 8	9 8	9 8	9 8	10 0	9 13	16 13	16 13	20 5	19 2	21 0	21 0	21 0	21 0	•	•	•	•	•	•	•	143 6	143 6	13 0	13 0	
Southern—																												
Tinnevely	9 3	9 3	9 2	9 8	9 2	9 8	10 0	10 6	•	•	17 10	17 10	21 11	21 11	21 11	21 11	•	•	•	•	•	•	•	58 5	58 5	14 13	14 13	
Madura	9 6	10 2	9 11	9 11	9 11	9 11	10 10	10 2	17 13	17 13	17 10	17 10	21 11	21 11	21 11	21 11	•	•	•	•	•	•	•	126 6	126 6	13 10	13 10	
Mysore—																												
Mysore	11 0	11 8	10 4	10 8	8 12	8 12	9 0	10 0	34 8	34 8	18 0	18 0	25 8	26 0	26 0	26 0	•	•	•	•	•	•	•	102 0	102 0	9 0	9 0	
Bangalore	13 12	11 12	11 4	10 8	8 8	8 8	9 8	9 8	19 0	22 0	•	•	25 4	24 0	24 0	24 0	•	•	•	•	•	•	•	84 0	84 0	9 8	9 8	
Kolar	12 0	12 0	11 0	11 0	10 8	10 8	12 0	12 0	•	•	•	•	34 0	33 0	33 0	33 0	•	•	•	•	•	•	•	120 0	120 0	9 8	9 8	
Tamilkdr	12 0	12 0	11 0	11 0	10 8	10 8	11 0	12 0	•	•	•	•	44 0	40 0	40 0	40 0	•	•	•	•	•	•	•	340 0	340 0	9 8	9 8	
Hassan	•	•	10 0	11 0	10 0	10 0	11 0	11 0	•	•	•	•	32 0	36 0	36 0	36 0	•	•	•	•	•	•	•	72 0	72 0	7 0	7 0	
Kadur	12 0	10 0	12 0	10 0	10 0	10 0	12 0	13 0	•	•	•	•	20 0	24 0	24 0	24 0	•	•	•	•	•	•	•	240 0	240 0	8 0	8 0	
Shimoga	13 9	12 10	10 8	10 8	10 8	10 8	12 10	10 8	27 5	21 0	•	•	25 8	24 2	24 2	24 2	•	•	•	•	•	•	•	480 0	480 0	8 8	8 8	
Chitaldroog	15 0	15 0	16 0	16 0	10 8	11 0	11 8	12 0	32 0	30 0	24 0	24 0	42 0	36 0	36 0	36 0	•	•	•	•	•	•	•	320 0	320 0	8 8	8 8	
Coorg—																												
Coorg	9 0	9 0	8 0	8 0	9 8	10 0	11 0	11 8	•	•	•	•	28 8	29 0	29 0	29 0	•	•	•	•	•	•	•	110 0	110 0	8 0	8 8	
Aden	8 0	8 0	6 3	6 3	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	•	•	•	•	•	•	•	•	•	•	•	65 5	65 5	52 0	52 0	

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

REVIEW OF THE ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH
DEPARTMENT FOR THE YEAR 1889-90.

No. 361 T., dated Calcutta, the 16th December 1890.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Director General of Telegraphs, No. 66 T., dated the 3rd November 1890, and its enclosure, the Administration Report of the Indian Telegraph Department for the year 1889-90.

OBSERVATIONS.—The Administration Report of the Indian Telegraph Department deals with the whole of the operations under the control of the Director General, with the exception of those relating to the Indo-European Department, the Report on which has been separately submitted and reviewed.

2. The expenditure of the year charged to Capital Account amounted to R17,18,969. Rupees 16,98,877 were spent on new lines, R1,32,722 on buildings, and R98,140 on apparatus and plant, while credit was taken for R2,10,770 on account of reduction of stores in stock and adjustments under suspense heads. The Capital outlay to the close of the year under review amounted to R4,82,73,096, divided as follows:—

	R	Percentage of net total.
Lines	3,53,64,459	73.8
Buildings	63,58,230	11.1
Apparatus and Plant	18,67,406	3.9
Stores and Suspense	35,32,367	7.3
Exchange on expenditure in England previous to 1887-88	24,09,440	4.9
	4,85,31,902	

Deduct—

Receipts on Capital Account (including interest
on Workshop Capital) 2,58,806

TOTAL . 4,82,73,096

3. The additions made to the system during the year comprised 1,817 miles of line and 6,485 miles of wire. The additions were principally in connection with Railway extensions; some work was also undertaken and carried out in the most satisfactory manner in connection with the military operations in the Chin-Lushai country.

4. The following Statement shows for a period of five years the progress that has been made in extending telegraphic communication:—

	Capital expen- diture.	Miles of line.	Miles of wire.	Miles of cable.	Departmental and Postal Combined Tele- graph Offices opened.
	R				
Up to beginning of 1885-86	3,53,79,918	25,987	74,973	142	521
During 1885-86	29,36,842	2,123	6,507	45	113
" 1886-87	21,11,273	2,524	5,410	9	65
" 1887-88	23,49,550	1,860	6,627	30	46
" 1888-89	37,76,544	1,568	6,137	4	52
" 1889-90	17,18,969	1,817	6,485	0	83
To end of 1889-90	4,82,73,096	35,279	106,139	230	880

5. The Revenue receipts for the year amounted to R66,30,978. This is inclusive of R9,90,139 on account of State paid messages, and R45,363 on

account of free messages and other *pro formâ* revenue. State messages are properly included in the receipts, but though credit may be taken for the value of free messages as for revenue earned but remitted, it cannot properly be treated as an actual receipt. The Revenue expenditure amounted to R45,36,446, thus leaving a profit on the operations of the year of R20,94,532, which is equivalent to 4.34 per cent. on the Capital outlay. The following Statement summarises the Revenue receipts and charges during the last five years :—

Year.	Gross Receipts.	Charges.	Net Receipts.	Percentage of Net to Gross receipts.	Dividend on Capital.
	R	R	R		
1885-86 . . .	51,10,986	36,18,695	14,92,291	29.1	3.89
1886-87 . . .	59,76,131	41,21,873	18,54,258	31.0	4.59
1887-88 . . .	66,28,660	42,92,248	23,36,412	35.2	5.46
1888-89 . . .	63,22,476	43,42,231	19,80,245	31.3	4.45
1889-90 . . .	66,30,978	45,36,446	20,94,532	31.5	4.34

6. The following figures show for the last two years the division of the traffic between State and Private, and Inland and Foreign messages respectively :—

	1888-89.		1889-90.	
	Number.	Value.	Number.	Value.
		R		R
State Inland	439,558	9,24,556	491,667	9,44,894
„ Foreign	5,888	55,377	5,947	45,245
Total State	445,446	9,79,933	497,614	9,90,139
Private Inland	2,113,526	22,29,013	2,189,332	22,75,931
„ Foreign	420,026	16,33,436	441,537	17,56,221
Total Private	2,533,552	38,62,449	2,630,869	40,32,152
GRAND TOTAL	2,978,998	48,42,382	3,128,483	50,22,291

7. The State Inland telegrams show an increase of 11.79 per cent. in number, and of 2.18 per cent. in value, the difference being due to an increase in the proportion of deferred messages, and to a certain extent to the curtailment of the length of the telegrams. In State Foreign messages there was an increase of 1 per cent. in number, and a decrease of 18.3 per cent. in value, a decrease which may be taken as due to the larger use of the Official Word-Code. A new and greatly enlarged edition of this Code has recently been issued which should result in a still further curtailment of the length of Foreign messages.

8. The rate of increase in Inland Private messages received a decided check compared with the figures for 1888-89. In that year the percentage of increase in number was 13.73, and in value 12.69, whereas in the year under review these percentages were only 3.58 and 2.10 respectively, and this in spite of the opening of 83 new Departmental and Combined offices. The reason assigned in the Report for the decrease in the growth of traffic is that the year 1888-89 was remarkable for large speculations in grain, whereas 1889-90 was a year of normal trade. But this explanation can hardly be accepted as conclusive in view of the fact that the growth of traffic in the four years previous to

1888-89 averaged over 10 per cent. In 1888-84 it was however only 3.92 per cent., following a year in which the growth was 14.9 per cent. It is conceivable that years of steady development may be followed by short periods of comparative quiescence, and the Government of India hopes that the usual satisfactory growth of traffic has only received a temporary check.

9. The following figures show the division of the messages into the three classes of Urgent, Ordinary and Deferred during the last two years:—

	PERCENTAGES.					
	Urgent.		Ordinary.		Deferred.	
	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
State	11.15	15.93	19.86	16.58	68.99	67.49
Private	5.56	6.25	44.84	46.01	49.60	47.74
Press	5.79	5.39	30.10	37.38	64.11	57.23

The use of "urgent" messages by the State has decreased in consequence of the extension of the permission to send such messages classed as "ordinary;" for private and press messages, the proportion classed as "urgent" remains almost stationary. The use of "deferred" messages continues gradually to increase.

The number of Inland Press telegrams sent during the year was 24,789, which is almost identical with the number sent in 1888-89. The number of Foreign Press telegrams increased from 2,232 to 3,224.

10. The following Statement gives the distribution of the Revenue charges during the last five years under the principal heads:—

YEAR.	LINE MAINTENANCE.				SIGNALLING.			
	Establishment.	Repairs to lines and buildings.	Office stores and miscellaneous.	Total.	Establishment.	Repairs to buildings.	Office stores and miscellaneous.	Total.
	R	R	R	R	R	R	R	R
1886-86	6,90,204	1,87,358	23,060	9,00,622	25,82,675	56,671	78,727	27,18,073
1886-87	7,12,732	4,67,426	45,244	12,25,402	27,32,671	51,758	1,12,042	28,96,471
1887-88	7,98,937	3,41,746	67,797	12,08,480	28,81,010	49,343	1,50,415	30,83,768
1888-89	8,02,521	3,39,880	60,600	12,03,001	29,22,850	51,591	1,64,699	31,39,140
1889-90	8,22,820	3,93,551	69,851	12,86,222	30,15,465	64,818	1,69,941	32,50,224

The average cost of signalling for each message dealt with was Rs1.03, and the cost of line maintenance per mile of wire was Rs12.09.

11. The number of offices open to the public at the close of the year was 2,935, an increase of 195 over the figures for the previous year. Of these 1,411 were Railway and Canal offices supervised by the Department, and 614 were Railway offices managed by the Companies, making a total of 2,055 against 1,943 in 1888-89; 682 were Departmental and combined offices worked by extra-Departmental agency, and 198 were worked by the Department. Of the extra-Departmental offices 48 were worked by soldiers and 632 by the Post Office, the latter showing an increase of 80 over the figures for the previous year. This class of office has proved most useful in collecting traffic. The strength of the Departmental staff was 1,384 Telegraph Masters and Signallers and 18 soldiers, while 813 Postal clerks were employed in the combined offices. Of the Departmental staff, 442 were enrolled as Volunteers.

12. The speed of transmission between Calcutta and Rangoon, and *vice versa*, showed a satisfactory improvement, but between the three Presidency towns there was a decrease in speed due mainly to the increase in traffic, and as regards Calcutta and Madras, to the defective insulation owing to climatic

causes of the coast route. There were 1,020 complaints received during the year, against 925 in 1888-89. The principal cause of complaint was non-delivery. The complaints admitted were 58 per cent. of those received, and were about equally divided between non-delivery, delay, and error. The percentage of messages that formed the subject of complaint was '029, which may be considered satisfactory. The number of telegrams that could not be delivered for various causes was 15,216, or 0'414 of those sent, the principal causes of non-delivery being insufficient or inaccurate addresses. The number of telegraphic money orders advised was 71,954 against 58,770 in the previous year.

13. The interruptions to communication that occurred on Departmental lines was 1,381, which is 47 less than in previous year. The average duration of the interruption was 21 hours. On Railway and Canal lines maintained by the Department, there were 452 interruptions, averaging 18 hours. These figures are exclusive of interruptions caused by accidents and mistakes in the Signal offices. The majority of the faults on the lines were caused by floods.

14. Nothing novel in the way of electrical improvements is reported. The number of circuits worked on the quadruplex and duplex systems was increased.

15. The Field Telegraph work carried out during the year under review was the erection of 372 miles of wire in connection with the Chin-Lushai Expedition. The work, which was of an extremely arduous and trying nature on account of the natural difficulties of the country and the intensely feverish character of its climate, was carried out in a manner which earned the warm encomium of the General Officers Commanding the Field Forces. The Director General specially notices the services rendered by Mr. E. O. Walker and Mr. F. E. Dempster, Assistant Superintendents. The Government of India has already recorded its appreciation of the services rendered by the Department in this trying expedition, which do credit to all concerned. There was unfortunately a considerable mortality among the subordinate staff and work-people, a number of whom had also to be invalidated.

16. There was only a small increase to the number of connections with telephone exchanges. Those managed by Companies in Calcutta, Madras, Bombay, Karachi, Moulmein and Rangoon had 961 subscribers and 1,001 exchange connections. The telephones managed by the Department had 13 exchanges and 103 exchange connections.

17. The Administration Report was submitted on 3rd November, which is nine days earlier than that for 1888-89. The earlier submission is noticed with satisfaction. It is prepared in correct form and gives a clear and satisfactory account of the operations of the Department. It would, however, be improved by the addition of a map, showing the principal telegraph lines and the extensions of the year; and the Director General is requested to arrange for the insertion of this in future Reports.

18. The administration of the Department was in the hands of Colonel Mallock throughout the year under review, and was conducted to the entire satisfaction of Government.

ORDER.—Ordered, that a copy of this Review, and of the Report, be forwarded to the Secretary of State and to the Local Governments and Administrations noted on the margin, and to the Government of Ceylon, for information.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam and Coorg.
The Residents at Hyderabad and Mysore.
The Agents to the Governor General in Central India, Rajputana and Baluchistan.

Also that a copy of this Review be forwarded to the Director General of Telegraphs for information.

Also that a copy of this Review, and of the Report and Appendices A, B, and F, be forwarded to the Home Department of the Government of India for information, and be published in the Supplement to the *Gazette of India*.

J. G. FORBES, Colonel, R.E.,
Secretary to the Government of India.

ADMINISTRATION REPORT

OF THE

INDIAN TELEGRAPH DEPARTMENT

FOR

1889-90.

1.—GENERAL REVIEW.

As in the Administration Report for 1888-89, the reports for the year 1889-90 on the Indian Telegraph Department and the Indo-European Department are, although the two departments are administered by one Director General, prepared separately. This is necessary as the conditions under which the two systems are worked are very different, the traffic and revenue of the Indo-European line, which is only a link in the chain of international communication, being governed by circumstances entirely outside the control of its officers, while the Indian Telegraph Department possesses opportunities and facilities for fostering and extending the system with the advance of the country.

2. Finance.—An addition of Rs 21,77,340 was made to the Capital account Para. 9. as shown in the report of the previous year to cover exchange on payments in England prior to 1887-88, which, with other adjustments, brought the Capital account of the Department at the end of 1888-89 to Rs 4,65,54,127.

The Capital expenditure during 1889-90 was Rs 17,18,969, raising the Capital account to Rs 4,82,73,096. The working expenses amounted to Rs 45,36,446, and Paras. 10, 11. the revenue to Rs 66,30,978. The surplus, Rs 20,94,532, represents a dividend of Paras. 12, 13. Rs 4.34.

The net receipts by Government after deducting the charges for State Para. 13. messages and other *pro forma* revenue were Rs 10,59,030, representing a net dividend of Rs 2.19.

The net dividend earned by the Department during previous years is also shown below :—

Year.	Interest on Capital.*
	R
1882-83	0.306
1883-84	Nil.
1884-85	1.199
1885-86	1.050
1886-87	0.303
1887-88	1.389
1888-89	2.150
1889-90	2.193

* In the above figures the outlay of Rs 1,58,325 on lines in Ceylon, experimental lines abandoned, and excess valuation on original lines, which was written off from the Capital account some years ago, has not been taken into account.

During the same years the dividend earned, which is obtained by including the receipts from State messages and other *pro forma* revenue, is:—

Year.	Interest on Capital.
	₹
1882-83	2'77
1883-84	3'56
1884-85	3'30
1885-86	3'89
1886-87	4'59
1887-88	5'46
1888-89	4'45
1889-90	4'34

¶ paras. 23-26, 34.
¶ para. 48.

3. Traffic.—The growth of inland private traffic is disappointing, as with 83 more offices open, the number of messages sent has increased by 75,782 as compared with a rise of 255,473 in 1888-89, while the revenue from this source shows an improvement of only ₹46,786, against ₹2,49,701, the increase in the previous year. The increase in 1888-89 was undoubtedly abnormal, and it may be hoped that the figures 1889-90 show only a temporary check in the use of the telegraph.

¶ paras. 18-20, 34.

State inland traffic shows an increase, caused mainly by the operations connected with the Chin-Lushai Expedition.

¶ paras. 27, 35.

Although the number of messages classed under foreign private traffic shows a greater growth of this class of traffic than was observed in the previous year, the increase in the receipts is not so much as in 1888-89, namely, ₹1,22,786 in 1889-90, against ₹1,52,269 in 1888-89. This is due to a more extended use of, and probably better constructed, Codes.

¶ paras. 47-48.

4. Telegraph Offices.—The number of departmental and combined offices was increased by 83, namely, 3 departmental and 80 combined. Including 112 railway offices, the number of new offices is 195, and the total number of offices open to the public at the end of 1889-90 is 2,935. Of this number 880 are departmental and 2,055 are on railways and canals.

¶ paras. 71-77.

5. Extension of line.—One thousand eight hundred and seventeen miles of line and 6,485 miles of wire were erected, of which 4,540 miles of wire were for departmental purposes, and 1,847 and 98 miles for railways and canals respectively.

¶ paras. 78-90

6. Field Telegraphs.—A field telegraph line, comprising the construction of 372 miles of line, and the opening of 28 offices in all, was supplied in connection with the Chin-Lushai Expedition. The difficulties met with were very great, and that they were successfully overcome reflects the highest credit on Messrs. E. O. Walker and F. E. Dempster, the officers in charge.

¶ para. 110.

7. Telephones.—The increase in the earnings of the Telephone Companies is less than was observed in the previous year.

¶ para. 111.

The progress in this direction by the Department is not satisfactory, but it is hoped that the recent reduction in the rates charged may lead to a greater use of a means of communication which is so largely availed of in other countries.

¶ paras. 112-117.

8. Electrical.—Under this head no essential change is recorded.

II.—FINANCE.

9. Capital Account.—The Capital expenditure during the year was ₹17,18,969, sub-divided as shown below. This expenditure, coupled with an addition of ₹21,77,340 to cover the exchange on payments in England prior to

1887-88 and other adjustments in the accounts of the previous years, raises the Capital account of the Indian Telegraph Department to ₹4,82,73,096.

	Expenditure during the year 1889-90.	Expenditure to the end of 1888-89.	Expenditure to the end of the year 1889-90.
	₹	₹	₹
Lines	16,98,877	3,37,22 327	3,54,21,204
Buildings	1,32,722	52,25,508	53,58,230
Apparatus and plant	98,140	17,69,266	18,67,406
Stores and suspense heads	2,01,799	38,04,102	36,02,303
Miscellaneous advances in 1889-90, transferred to Revenue	8,971	...	8,971
TOTAL	17,18,969	4,45,21,203	4,62,40,172
<i>Adjustments.</i>			
<i>Add—</i> Exchange prior to 1887-88 . . . . .	...	21,77,340	21,77,340
TOTAL . . . . .	...	4,66,98,543	4,84,17,512
<i>Deduct—</i> Erroneous charge for exchange in 1888-89 . . . . .	...	90,815	90,815
Erroneous charge for interest on Workshop Capital in 1888-89 . . . . .	...	10,503	10,503
Miscellaneous advances included under Capital, now transferred to Revenue . . . . .	...	43,098	43,098
GRAND TOTAL	17,18,969	4,65,54,127	*4,82,73,096

The figures in antique type represent credits.

10. **Revenue Account.**—The following statement gives the receipts and working expenses of 1889-90 as compared with those of the previous year:—

RECEIPTS.	1888-89.	1889-90.	EXPENDITURE.	1888-89.	1889-90.
	₹	₹		₹	₹
Message Revenue	48,42,382	50,22,291	Repairs of lines	3,38,075	3,92,146
Receipts from Railways and Canals for rent of lines and instruments for them	12,79,902	13,78,107	Direction	1,83,434	1,31,425
Rent of Private Lines and claims against guarantees	1,07,759	1,37,689	Accounts	66,789	60,574
Sale of books, gazettes, &c.	18,285	18,423	Superintendence	8,19,004	9,43,926
Miscellaneous	33,995	29,105	Line maintenance establishment	2,77,055	2,71,385
News free and other <i>pro forma</i> messages	40,153	45,363	Check office	60,736	56,535
			<i>Signal offices.</i>		
			Departmental	23,28,339	24,00,922
			Non-Departmental	1,44,989	1,41,473
			Minor undertakings	7,409	8,387
			Telegraph stamps	9,644	11,215
			Stationery and printed forms	85,250	97,202
			Other items	21,387	12,256
			TOTAL EXPENDITURE	43,42,231	45,36,446
			NET REVENUE	19,80,245	20,94,532
TOTAL	63,22,476	66,30,978	TOTAL	63,22,476	66,30,978

* Excludes an outlay of ₹1,58,325, the cost of lines in Ceylon, experimental lines abandoned, and excess valuation on original lines which was written off from the Capital account some years ago.

11. **Working expenses.**—These show an increase of ₹1,94,215 as compared with the previous year. The increase under Superintendence is due mainly to the inclusion under this head of the establishment employed in the Store-yards and Workshops which were formerly distributed over several heads, and to a charge of ₹19,857 on account of Loss by Exchange on Furlough allowances, which appears for the first time in these accounts. Repairs of lines, Signal offices, Stationery and printed forms, and Telegraph Stamps, account for the rest of the increase, a class of expenditure which, dependent as it is on the growth of the Department, must increase with the additions to the wire mileage and the number of offices.

12. **Receipts.**—The revenue from Private messages shows a considerably less increase than in the previous year, which however was admittedly abnormal, but the increase is less even when compared with the years 1886-87 and 1887-88.

The revenue derived from the rent and maintenance of lines and instruments supplied to Railways and Canals continues to increase as those extend.

13 **Net Revenue**—There is an increase of R1,14,287 as compared with the figures of 1888-89. A scrutiny of the details given in the statement in paragraph 10 shows a large proportion of this increase to be due to the extensions of the operations of the Department connected with Railways and Canals. The dividend earned, including all receipts, amounts to R4.34 per cent. This dividend, however, is reduced to R2.19 when the value of State messages and other *pro forma* revenue has been deducted.

III.—TRAFFIC.

14. A detailed Return of the number and value of Inland and Foreign paid telegrams, sub-divided into the two classes of State and Private, with the corresponding figures for the previous year, will be found in Appendix B. Of this Appendix, the following is an abstract :—

CLASS OF TELEGRAM.	1889-90.		1888-89.	
	No.	Value.	No.	Value.
		R		R
State Inland	493,442	9,46,586	441,375	9,26,391
State Foreign	5,947	45,245	5,888	55,377
TOTAL STATE	499,389	9,91,831	447,263	9,81,768
Private Inland	2,191,645	22,78,300	2,115,863	22,31,514
Private Foreign	441,537	17,56,221	420,026	16,33,436
TOTAL PRIVATE	2,633,182	40,34,521	2,535,889	38,64,950
TOTAL STATE AND PRIVATE	3,132,571	50,26,352	2,983,152	48,46,718

The net increase of the traffic of the year over that of its predecessor is 1,49,419, or 5 per cent., in number, and R1,79,634, or 3.70 per cent., in value. A noticeable feature in the Return, and one which will be referred to again further on, is that, while State telegrams have increased in number by 52,126, the net increase in their value has been only R10,063. Private traffic, both Inland and Foreign, has increased in number and in value, the excesses under both heads being R97,293 and R1,69,571, respectively.

15. The above abstract includes the telegrams despatched from the offices named in the margin, the receipts of which are, under special arrangements with the local Governments concerned, credited to Provincial revenues.

The particulars of the traffic of these offices are as follows :—

CLASS OF TELEGRAM.	1889-90.		1888-89.	
	No.	Value.	No.	Value.
		R		R
State	1,775	1,692	1,817	1,835
Private	2,313	2,369	2,337	2,501
TOTAL	4,088	4,061	4,154	4,336

16. Deducting Provincial from gross revenue, the net Imperial message earnings of the past two years have been—

	1889-90.	1888-89.
	<i>R</i>	<i>R</i>
State	9,90,139	9,79,933
Private	40,32,154	38,62,449
TOTAL	50,22,291	48,42,382

17 The numerical percentages of State and Private telegrams, both Inland and Foreign, and the corresponding percentages of values, are shown in the following table:—

CLASS OF TELEGRAMS.	INLAND.		FOREIGN.		TOTAL.	
	No.	Value.	No.	Value.	No.	Value.
		<i>R</i>		<i>R</i>		<i>R</i>
State	15'75	18'83	0'19	0'90	15'94	19'73
Private	69'96	45'33	14'10	34'94	84'06	80'27
TOTAL	85'71	64'16	14'29	35'84	100'00	100'00

These figures are almost identical with those of 1888-89, and the results indicate that the volume of State traffic has now fallen to the level, proportionate to the total traffic, which it held prior to the annexation of Upper Burma. In the year 1886-87, when military operations in Burma commenced, the value of inland State telegrams amounted to 33'55 per cent. of the total message traffic of the Department, against 18'83 per cent. in 1889-90, the average of the four years prior to 1886-87 having been 19'1 per cent.

Inland State Telegrams.

18. During the year 493,442 Inland State telegrams were sent, of the value of *R*9,46,586, against 441,375 telegrams of the value of *R*9,26,391 in the preceding year, the net result being an increase in number of 11'79 per cent., and in value of 2'18 per cent. Among the causes which produced a decrease in the State traffic during 1889-90 was the cessation of military operations in Hazara and Sikkim; on the other hand, the Chin-Lushai operations, the Zhob Valley expedition, and scarcity in parts of the Madras Presidency contributed to increase this class of traffic.

19. The small increase in value, as compared with number, was mainly due to the greater use of the *Deferred* and *Ordinary* classification, and the consequent restriction in the number of *Urgent* telegrams. This cause, aided by the adoption of greater brevity in the composition of telegrams, has produced the satisfactory result that the average cost of an Inland State telegram has fallen in 1889-90 to *R*1'91, against *R*3'58 in 1886-87, and the average number of chargeable words per telegram has decreased from 24'1 to 21'1.

20. The State Traffic is no doubt largely influenced by exceptional causes such as military operations, famines, &c, which at times absolutely necessitate a liberal use of the wires; but it must be remembered that wires have only a limited carrying capacity, and it is therefore to the interest both of the Government and the public that no unnecessary work should be thrown on them by the disregard of brevity on the part of State officials. The progress recorded above towards the curtailment of the length of State telegrams may be considered satisfactory.

Foreign State Telegrams.

21. The number of Foreign State telegrams sent during the year was 5,947 the Indian share of the cost of which was *R*45,245, the corresponding figures of the previous year being *R*5,888 and *R*55,377, respectively, an increase of 1 per

cent. in number, and a decrease of 18·3 per cent. in value. This great reduction in value, coupled with a slight increase in number, is a very satisfactory indication of the economy which results from the use of the Official Word-code. The Indian share must be multiplied by nine to give the approximate total cost to the Government of India of these telegrams, and as the Government has only a very limited interest in the eight-ninths paid away to other Administrations at the Indian frontiers, the importance of using a Code which enables the telegrams to be materially abbreviated is obvious.

22. The table at paragraph 35 shows the steady diminution of this traffic during the past few years, and as a new and greatly enlarged edition of the Word-code was introduced on the 1st June 1890, it may be hoped that the very satisfactory results of the past year will be still further improved upon.

Inland Private Telegrams.

23. These telegrams forming, as they do (*vide* paragraph 17) 70 per cent. of the total number of paid telegrams dealt with, did not show the satisfactory increase during the year under report that they have for some years past.

24. The table at paragraph 34 gives the statistics of number and value for several years, and it will be seen by reference to it that the traffic received a decided, though it may be hoped only a temporary, check, notwithstanding an increase of 83 in the number of offices opened by the end of the year.

The number and value of the telegrams (including *Press*) for the last two years is as follows:—

	Number.	R
1888-89	2,115,863	22,31,514
1889-90	2,191,645	22,78,300

25. The increases are only 3·58 per cent. in number, and 2·10 per cent. in value, and these comparatively poor results are mainly attributed to two causes—(1) that the year 1888-89 was an abnormal one of excessive speculation in grain, opium, &c., and (2) that its successor was exceptionally dull in these respects. The falling-off of the receipts is most marked in Bombay, the Central Provinces, Central India, and Rajputana. It is a well-established fact that the revenue of the Department is largely influenced by sudden fluctuations in prices, inducing speculation, and that years of normal, evenly flowing trade are not so productive of revenue as those during which the markets of country produce are in an unsettled state.

26. In considering the steady growth of the Inland Private traffic for several years past, the fact must not however be lost sight of that the Department is constantly extending its sphere of operations, and that from the new offices opened annually, involving as they do heavy increased expenditure, increased receipts are to be expected. The last column in the statement at paragraph 34 shows the growth in the number of offices opened, and, judged by this standard, the increase in the receipts is amply accounted for.

Foreign Private Telegrams.

27. Under this head there has been an increase over the previous year of 21,511 in number, and ₹1,22,785 in value, being at the rate of 5·12 and 7·52 per cent., respectively. A statement of the traffic compared with that of previous years will be found at paragraph 35, the figures of the year under review being 4,41,537 telegrams of the value (Indian share) of ₹17,56,221. About half the increase has been in telegrams transiting India. The traffic between India and the West has been almost stationary, as in fact has been the case for several years, but there has been a satisfactory increase between India and Ceylon, the Straits, China, &c. Owing to the rise in exchange, it was found practicable to make a small reduction in the charges for telegrams to Europe with effect from the 1st February last, the rate per word having been reduced from ₹3 to ₹2-14 *vid* Teheran or Suez.*

* The rapid rise in exchange that has taken place since the close of last official year has enabled a further and more considerable reduction to be made.

Classification of Inland Telegrams.

28. The following abstract shows the number and value of Inland State, Private, and Press telegrams, and their classification under *Urgent*, *Ordinary*, and *Deferred*:—

Class.	URGENT.		ORDINARY.		DEFERRED.		TOTAL.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		R		R		R		R
State . .	55,019	2,63,912	97,990	1,95,854	340,433	4,86,820	493,442	9,46,586
Private . .	120,450	3,08,505	971,733	11,73,215	1,074,673	7,16,396	2,166,856	21,98,116*
Press . .	1,435	16,444	7,462	25,092	15,892	37,077	24,789	79,213*
TOTAL .	176,904	5,88,861	1,077,185	14,94,161	463,998	12,40,893	2,685,087	32,23,915

29. In the following statement, the percentage classification of the last two years, and the average percentage classification of the five years ending 1888-89, are contrasted :—

CLASS.							1889-90.	1888-89.	Average of five years from 1884-85 to 1888-89.
<i>State.</i>									
Deferred . . . . .	.	.	.	.	.	.	68.90	67.49	61.72
Ordinary . . . . .	.	.	.	.	.	.	19.86	16.58	9.96
Urgent . . . . .	.	.	.	.	.	.	11.15	15.93	28.32
TOTAL .							100.00	100.00	100.00
<i>Private.</i>									
Deferred . . . . .	.	.	.	.	.	.	49.60	47.74	48.41
Ordinary . . . . .	.	.	.	.	.	.	44.84	46.01	45.22
Urgent . . . . .	.	.	.	.	.	.	5.56	6.25	6.37
TOTAL .							100.00	100.00	100.00
<i>Press.</i>									
Deferred . . . . .	.	.	.	.	.	.	64.11	57.23	54.03
Ordinary . . . . .	.	.	.	.	.	.	30.10	37.38	39.13
Urgent . . . . .	.	.	.	.	.	.	5.79	5.39	6.84
TOTAL .							100.00	100.00	100.00

As compared with the previous year it will be noticed that the proportion of *Deferred* telegrams has increased in all the classes—State, Private, and Press. Under *Ordinary* telegrams there is a proportional increase in State, and decrease in Private and Press. Under *Urgent* telegrams there is only a slight proportionate increase in Press, and a decrease in both State and Private.

The results under State for the six years are not comparable, as in August 1888 the rules under which officials were permitted to classify their telegrams were altered. Officials are now permitted to adopt any class they consider necessary, with the proviso that if a reply, either by post or wire, is not required the same day, the *Deferred* classification is to be adopted. Formerly, with a few unimportant exceptions, all State telegrams had to be classed either *Urgent* or *Deferred*.

* Exclusive of Rs14,325 on account of the registration of abbreviated addresses, and of a debit adjustment of Rs13,354. It is also to be noted in explanation of the difference between these figures and those given elsewhere under the head "Inland Private" that *Press* and *Private* telegrams have, as a rule, been included under the single head "Inland Private." in other parts of this Report.

In Private telegrams there has been but little change during the six years, and the proportions appear to have crystallised.

In Press telegrams, the results are dependent on the public interest in passing events, but there is a tendency to send more and more *Deferred*.

Telegraphic Money Orders.

30. This class of business shews a most satisfactory increase. The numbers of Telegraphic Money Order Advices transmitted by the Telegraph Department during the past three years have been as follows :

1887-88	.	.	.	.	.	.	.	.	.	.	.	46,420
1888-89	.	.	.	.	.	.	.	.	.	.	.	58,770
1889-90	.	.	.	.	.	.	.	.	.	.	.	71,954

31. As explained in previous reports, the duty of the Telegraph Department is confined to the transmission and delivery, under special precautions, of the Advices, for which work it receives from the Postal Department a fee of one rupee per Advice, irrespective of the number of words that the Advice may contain. These Advices are classed as *Ordinary* telegrams.

Total number of Signalling Operations.

32. The total number of Signalling Operations, entailed by the sending, repeating at intermediate stations, and receiving at stations of destination, of the traffic of the past nine years, both paid and free, is shewn below :

1881-82	.	.	.	.	.	.	.	.	.	.	.	6,719,621
1882-83	.	.	.	.	.	.	.	.	.	.	.	7,862,671
1883-84	.	.	.	.	.	.	.	.	.	.	.	8,271,509
1884-85	.	.	.	.	.	.	.	.	.	.	.	9,776,896
1885-86	.	.	.	.	.	.	.	.	.	.	.	12,177,387
1886-87	.	.	.	.	.	.	.	.	.	.	.	14,096,713
1887-88	.	.	.	.	.	.	.	.	.	.	.	15,929,199
1888-89	.	.	.	.	.	.	.	.	.	.	.	16,686,085
1889-90	.	.	.	.	.	.	.	.	.	.	.	17,703,342

In the above figures, the transmission and reception of a telegram are each counted as one separate operation. The average number of such operations per telegram was 5·2 in 1889-90, as compared with 5·14 in the previous year.

33. Every effort is made to reduce repetitions to a minimum, and the wires and instruments employed, aided by high insulation, enable us to work without repetition, other than automatic, for exceptionally long distances on our main lines. Notwithstanding this, the average number of repetitions is high, and is significant of the great distances traversed by telegrams in India and Burma.

34. **Inland Traffic.**—During the period covered by the following statement, the Inland tariff has remained unchanged, and the Return shews, in a convenient form, the expansion that has taken place both in the traffic and in the number of offices. These subjects have been commented on in paragraphs 18—20, 23—26, and 48:

YEAR.	STATE.				PRIVATE.				TOTAL.				Number of Departmental offices remaining open at the close of each year.				
	No.	Value.	PERCENTAGE OF VALUE OF NUMBER COMPARED WITH PREVIOUS YEAR.		No.	Value.	PERCENTAGE OF VALUE OF NUMBER COMPARED WITH PREVIOUS YEAR.		No.	Value.	PERCENTAGE OF VALUE OF NUMBER COMPARED WITH PREVIOUS YEAR.						
			Increase.	Decrease.			Increase.	Decrease.			Increase.	Decrease.					
1882-83.	253,731	6,09,818	3'21	...	12'69	1,189,437	13,86,630	14'90	...	5'30	...	1,443,168	19,96,448	12'66	...	0'93	314
1883-84.	226,840	4,71,232	...	10'60	22'73	1,236,140	14,15,754	3'92	...	2'10	...	1,462,980	18,86,986	1'37	...	5'48	349
1884-85.	286,966	6,63,649	26'50	...	40'83	1,364,814	15,04,633	10'40	...	6'27	...	1,651,780	21,68,282	12'90	...	14'90	521
1885-86.	382,732	9,24,445	33'37	...	39'29	1,527,990	16,38,165	11'95	...	8'87	...	1,910,722	25,62,610	15'67	...	18'18	634
1886-87.	452,277	16,20,626	18'17	...	75'30	1,683,758	18,17,798	10'19	...	10'96	...	2,136,035	34,38,424	11'79	...	34'17	699
1887-88.	537,193	16,45,797	18'77	...	1'55	1,860,390	19,81,814	10'49	...	9'02	...	2,397,583	36,27,611	12'24	...	5'50	745
1888-89.	441,375	9,26,391	...	17'83	43'71	2,115,863	22,31,514	13'73	...	12'59	...	2,557,238	31,57,905	6'65	...	12'94	797
1889-90.	493,442	9,46,586	11'71	...	2'18	2,191,645	22,78,300	3'58	...	2'10	...	2,685,087	32,24,886	5'00	...	2'12	880

NOTE. — This statement includes the revenue of Provincial Offices—see paragraph 15.

25. Foreign Traffic.—The following table gives for Foreign Traffic the figures corresponding to those shown in the preceding paragraph for Inland Traffic. Further information regarding the traffic of the year under review will be found at paragraphs 21, 22, and 27.

YEAR.	STATE.						PRIVATE.						TOTAL.					
	Number.	Indian share of charge.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		PERCENTAGE OF VALUE COMPARED WITH PREVIOUS YEAR.		Number.	Indian share of charge.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		PERCENTAGE OF VALUE COMPARED WITH PREVIOUS YEAR.		Number.	Indian share of charge.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		PERCENTAGE OF VALUE COMPARED WITH PREVIOUS YEAR.	
			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.		
1882-83 . . .	5,473	47,491	28'18	...	18'02	...	350,538	12,31,669	6'82	...	6'59	...	356,011	12,79,160	7'10	6'98	...	...
1883-84 . . .	4,918	37,124	...	10'15	...	21'82	357,616	12,95,957	2'01	..	5'21	...	362,534	13,33,081	1'83	4'21	...	...
1884-85 . . .	6,088	52,493	23'79	...	41'39	...	360,229	12,77,253	0'73	...	...	1'44	366,317	13,29,746	1'04	...	...	0'25
1885-86 . . .	8,105	1,27,617	33'13	...	143'11	...	371,111	12,70,825	3'02	...	...	0'50	379,216	13,98,442	3'52	5'16	...	...
1886-87 . . .	6,898	78,494	...	14'89	...	38'49	373,893	13,13,321	0'74	...	3'34	...	380,791	13,91,815	0'41	...	...	0'47
1887-88 . . .	6,286	64,268	...	8'87	...	18'12	403,748	14,81,166	7'98	...	12'78	...	410,034	15,45,434	7'67	11'03	...	...
1888-89 . . .	5,888	55,377	...	6'33	...	13'83	420,026	16,33,436	4'03	...	10'28	...	425,914	16,88,813	3'87	9'27	...	...
1889-90 . . .	5,947	45,245	1'00	...	...	18'30	441,537	17,56,221	5'12	...	7'52	...	447,484	18,01,466	5'06	6'67	...	...

Communication between India and Europe.

36. Appendix C gives in detail the percentages of traffic passed by the Suez, Teheran, and Turkish routes to and from India since 1871-72. The percentages for the last five years are as follows :—

ROUTE.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
Red Sea . . . <i>via</i> Suez . . .	52'08	58'23	64'01	54'16	54'14
Indo-European { " Teheran . . .	46'55	40'67	34'50	43'92	43'71
{ " Turkey . . .	1'37	1'10	1'49	1'92	2'15
TOTAL . . .	100'00	100'00	100'00	100'00	100'00

This return does not include transit traffic to and from the Far East, nearly 88 per cent. of which, as measured by the number of telegrams, passed *via* Suez during the year.

37. The Suez and Teheran routes both worked admirably, and maintained uninterrupted communication with Europe throughout the year.

Communication with the Straits, China, Australia, &c.

38. The cable between Madras and Penang was interrupted on three occasions, aggregating 51 days in all, as follows :—

From 14th June to 25th June
 „ 13th September to 22nd September.
 „ 24th October to 24th November.

Fortunately, none of these serious interruptions coincided with the interruptions on the Elephant Point-Penang cable which occurred—

From 28th July to 5th August,
 „ 11th October to 20th October,

besides one or two short interruptions for repairs.

39. When both these cables are simultaneously interrupted, much inconvenience results to the Australian Colonies, which can only be communicated with by land line to China and thence by cable to Singapore. The Eastern Extension Cable Company have recently taken measures to improve greatly the route of the Madras-Penang cable, and it is much to be hoped that we shall for some time to come escape the long interruptions to which this cable has of late years been subject.

Indo-Siam Line.

40. The traffic exchanged by this route amounted to 1,275 telegrams, to and from India, and 1,501 transit telegrams. The total Indian share of the receipts amounted to R17,300. This, though a small result, is a marked improvement on the traffic of any previous year, especially in the matter of transit telegrams, and possibly foreshadows an era of prosperity to the line which, if well maintained from Moulmein to Saigon, would be a most valuable alternative route to the Far East. The importance of the route will be further enhanced shortly by the junction of the French telegraph lines in Tongking with the lines of the Chinese Government, thus giving through communication by land, *via* Moulmein and Bangkok, between India and all places in the mainland of China.*

41. The southern route from Moulmein to Bangkok *via* Tavoy and Kanburi was interrupted on 64 days, against 50 days during the preceding year,* and the northern route, *via* Raheng, on 241 days, against 270 days in 1888-89. The Siamese authorities report that this latter route is but little used, and is considered of minor importance to the southern route. There were five interruptions, aggregating 318 hours, within the Indian frontier, but three of these occurred at times when the line in Siam was already closed to traffic by interruption. The line from Bangkok to Saigon was interrupted on 144 days, against 80 in the preceding year, and its maintenance was not satisfactory.

Telegraphic Extensions of International Interest.

42. During the year under review the Eastern Extension Cable Company greatly strengthened communication with Australia by laying a third cable from Banjoewanjie in Java to the Australian Coast. Owing to the prevalence of volcanoes and earthquakes in this region, it was important to lay the third cable as

* Since the close of the year under review there has been marked improvement in the time occupied in restoring communication on the southern route between Moulmein and Bangkok, and the working of the line generally has much improved. The junction of the French and Chinese land-lines has also been effected.

far away from the others as possible, to diminish the chances of simultaneous interruption to all three, and as the two older cables, which also started from Banjoewanjie, had been landed at Port Darwin, the new cable was landed at Roebuck in Western Australia. Another advantage gained is that an alternative route has been secured in Australia itself, Roebuck being connected to Adelaide by a line of telegraph quite distinct from the Port Darwin-Adelaide line, over which all the traffic formerly had to be sent.

43. A cable was also laid during the year from Capetown to St. Paul de Loanda, thus completing the direct connection of the Cape with Europe by the West Coast of Africa, and affording a valuable alternative to the previously existing East Coast cable. Another extension that may be mentioned was the connection of Mombassa, on the East Coast of Africa, with Zanzibar.

Traffic Statistics.

44. Diagrams A and B illustrate the rise in the number and value, respectively, of Inland and Foreign paid telegrams as far back as the record is available.

45. Appendix D is a classified abstract of signal offices, grouped according to the number of messages sent from each, year by year, since 1880-81.

46. Appendix E shews the number of signal offices open in each Division at the close of the year. The number of departmental, including "combined" offices, *i.e.*, offices worked by Postal agency, open on the 31st March, 1890, was 880; the Department supervised 1,645 railway and canal telegraph offices, of which it also provided the apparatus, and of these, 1,411 were available for public messages; there were also 733 railway telegraph offices managed entirely by Railway Companies, of which 644 were open to the public.

47. The total number of telegraph offices open to the public at the end of each of the past five years is shewn below:—

	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
Departmental and Postal Combined	634	699	745	797	880
Railway and Canal	1,577	1,690	1,834	1,943	2,055
TOTAL	2,211	2,389	2,579	2,740	2,935

48. Appendix M is a list, arranged by Provinces, of departmental offices opened during the year, *vis.* :

Assam	7
Bengal	10
Bombay	3
Burma	4
Central India	3
Central Provinces and Berar	8
Kathiawar	2
Madras	18
Mysore	12
North-Western Provinces and Oudh	8
Punjab	16
Rajputana	1
Travancore	1
Baluchistan	4
Offices opened in connection with the Chin-Lushai expedition	30*
Ditto ditto His Excellency the Viceroy's tour	3
Office opened in connection with the tour of His Excellency the Commander-in-Chief	1
Offices opened in connection with the visit to India of His Royal Highness Prince Albert Victor	3
Office opened in connection with the tour of the Chief Commissioner of Burma	1
	136
The number closed† (permanently or temporarily)	53
Leaving a net increase of	83
or a percentage of 10·4.	

* Including Lalthuma and Terriot, re-opened.

† See Appendix N.

The 880 Departmental and Postal Combined offices were worked as shewn below :—

By the Post Office (see paragraphs 64—70)	632
By soldiers	48
By a clerk of a Public Office	1
By a Lighthouse-keeper	1
Total worked by extra-Departmental agency	682
" " " purely Departmental agency	198
TOTAL	880

Speed of Transmission.

49. In the following table and in Diagram C are given the average time intervals occupied in the transmission* of telegrams (excluding *Deferred*) over some of the principal main routes during the past five years :—

	1885-86.		1886-87.		1887-88.		1888-89.		1889-90.	
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
Calcutta to Karachi	0	51	0	51	0	32	0	36	0	33
Karachi to Calcutta	0	36	0	35	0	20	0	20	0	20
Calcutta to Bombay	0	34	0	40	0	34	0	44	0	47
Bombay to Calcutta	0	36	0	43	0	31	0	31	0	32
Calcutta to Madras	0	50	0	54	0	34	0	30	0	41
Madras to Calcutta	0	46	0	59	0	45	0	33	0	39
Madras to Bombay	0	33	0	24	0	27	0	17	0	27
Bombay to Madras	0	36	0	32	0	31	0	17	0	22
Bombay to Karachi	0	31	0	28	0	24	0	20	0	20
Karachi to Bombay	0	21	0	14	0	17	0	13	0	11
Rangoon to Calcutta	1	22	3	17	2	22	1	30	1	12
Calcutta to Rangoon	Not available.						0	59	0	46

50. It will be noticed that there is a marked improvement in the speed between Calcutta and Rangoon : and this is the more satisfactory because, in addition to the Inland traffic, which on these wires was considerably heavier than in the previous year, the amount of Foreign traffic was 60 per cent. higher than during the previous year, mainly owing to the long interruption of the Madras-Penang cable. These satisfactory results are largely due to the increased use of quadruplex working on this line, and to the unremitting attention of the technical staff at Calcutta, Akyab, and Rangoon. The efficient maintenance of the wires must also be recorded, as unless telegraph lines are kept in perfect order, quadruplex and duplex working on them is impossible for such distances as that between Calcutta and Rangoon.

51. There is a falling-off in speed between Calcutta and Madras, and between Bombay and Madras. This is due principally to the bad working of the East Coast line, which thus throws heavy extra work on the wires between Bombay and Madras, and between Bombay and Calcutta, the traffic between Calcutta and Madras having to be sent *via* Bombay instead of by its direct normal route. Since the annexation of Upper Burmah the traffic between Burmah and Madras has much developed, and the two through wires running between Madras and Calcutta, over which this increased traffic should pass, are now quite unequal to the demands made on them. The line also runs through a country in which it is exceptionally difficult to maintain proper insulation owing to the proximity of the sea, the prevalence, at certain seasons, of dense night fogs, and the incrustation of the insulators with salt. When these conditions are aggravated, communication is at times impossible, even with the most improved insulators, and very slow working, due to these causes, is a matter of frequent occurrence. Extra wires will shortly be required, not only on the East Coast, but also between Bombay and Madras, to overcome these difficulties and enable the Department to deal efficiently with the ever-increasing traffic.

* To save labour of compiling the real average delay from the time occupied in transmission of all telegrams the averages are calculated on the mean of the daily maximum and minimum delay on each route. This mean is considerably higher than a true mean would be.

Complaints.

52. Appendix F gives particulars of the number of complaints received from the public by the Check Office during the year. In the cases in which the Department was alone concerned, there has been an increase of complaints from 925 to 1,020; of these, 391 were groundless and 34 were rejected for want of the particulars necessary to investigate them. The percentage of messages which formed the subject of complaints was '029 against '028 and '029 in the two previous years.

53. The complaints in cases in which other Administrations were responsible amounted to 729, of which 407 were admitted as against 339 for the previous year.

54. It may be remarked that non-delivery is the most frequent cause of complaint.

News-free and Concessional Telegrams.

55. Under this head are included telegrams sent free for public information, such as mail steamer reports, and also service telegrams of the French and Portuguese Governments, and of the Kalát State, for which, under special agreements, no charge is made. The mail steamer reports are circulated to a large number of stations, and their number was 757 of the nominal value of ₹36,987-5, against 754 of the value of ₹31,237-4 during the previous year. The telegrams sent on behalf of the Foreign Governments, above mentioned, amounted to 1,707 of the value of ₹8,376-1.

Traffic interchanged with Railways and Canals.

56. The statistics of this traffic for the past five years are given below :—

	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
Transferred to Railways, &c. . .	124,288	118,764	100,469	105,881	135,007
Received from Railways, &c. . .	*201,264	†236,152	‡236,455	§257,645	||293,263
TOTAL .	325,552	354,916	336,924	363,526	428,270

57. The Telegraph Department and the various Railway and Canal systems each keeps its own receipts for Inland telegrams and transmits to destination and delivers without charge all telegrams transferred to it. This arrangement saves account keeping, and is very advantageous to the Railway and Canal systems, as the Telegraph Department has to carry the telegrams much greater distances on the average than those systems do, and, moreover, it receives from those systems for free onward transmission and delivery more than double the number of telegrams that it transfers to them.

Press Telegrams.

58. Appendix G gives particulars of this traffic month by month. The busiest months are from November to March, and there is a marked falling-off during the hot weather months. Inland telegrams show but a small advance on the figures of last year, while Foreign telegrams have increased 44 per cent.

* Includes 716 foreign telegrams originating on Railway lines and transferred to this Department.

† Ditto	525	ditto	ditto	ditto	ditto	ditto
‡ Ditto	558	ditto	ditto	ditto	ditto	ditto
§ Ditto	630	ditto	ditto	ditto	ditto	ditto
|| Ditto	577	ditto	ditto	ditto	ditto	ditto

in number and 10 per cent. in value. An abstract of the traffic for the past five years is given below :—

YEARS.	INLAND.		FOREIGN.		TOTAL.		REMARKS.
	No.	Value.	No.	Value.	No.	Value.	
		₹		₹		₹	
1885-86 . . .	15,175	57,985	975	11,442	16,150	69,427	All Foreign Press telegrams sent to or from India or transiting India are included in this statement, but only the <i>Indian</i> share of charges on these telegrams is included.
1886-87 . . .	15,963	57,167	1,522	12,573	17,485	69,700	
1887-88 . . .	16,040	57,413	1,824	15,125	17,864	72,538	
1888-89 . . .	24,756	75,876	2,232	16,597	26,988	92,473	
1889-90 . . .	24,789	79,213	3,224	18,175	28,013	97,388	

Undelivered Telegrams.

59. A comparative statement for the last two years of the number of telegrams undelivered is given below. The results of 1889-90 compare somewhat unfavourably with those of the previous year, insufficient or inaccurate addresses—causes over which the department has no control—accounting for the great bulk of the non-deliveries :—

CAUSE OF NON-DELIVERY.	1888-89.		1889-90.	
	No.	Percentage of the total number of received telegrams.	No.	Percentage of the total number of received telegrams.
1. Not found : address insufficient . . .	2,209	063	2,035	065
2. Not found at address given . . .	3,636	104	4,335	118
3. Address changed in transmission . . .	85	002	74	002
4. Left station ; new address not known . . .	697	020	838	023
5. Left India	214	006	225	006
6. Left for original station	2,123	061	2,574	070
7. Returned by Dead Letter Office . . .	3,193	092	3,443	094
8. Addressee, or address given unknown . . .	1,071	031	1,269	035
9. Refused	128	004	195	005
10. Other reasons	199	006	228	006
TOTAL . . .	13,555	389	15,216	414

Signalling Establishment.

60. At the close of the year there were 1,384 Departmental Telegraph Masters and signallers and 18 Non-Commissioned Officers on the unattached list, on the strength of the establishment: 313 military signallers were employed in Departmental (including Field Service) Telegraph Offices, and 813 postal clerks, 3 lighthouse-keepers, 7 inspectors, and 1 clerk in a public office, were also more or less employed on Telegraph duties.

61. The number of soldiers who obtains certificates of having been trained in telegraphy during the year was 199, and at its close 272 were under instruction.

62. The casualties in the Departmental signalling staff amounted to 39, from the causes noted in the margin, being a percentage of 2.77 as against 3.95 and 4.27 in the two preceding years. Only 2 men were dismissed for misconduct, against an average of 8 dismissals per year in the preceding five years. The number of resignations also shows a marked diminution, the average of the previous five years having been 13.2. The conduct of the staff generally was very satisfactory.

Died	18
Dismissed	2
Invalided	6
Murdered	1
Resigned	9
Retired	2
Transferred to other departments	1
TOTAL	39

63. The list of efficient members of Volunteer Corps in the Telegraph Department at the end of the year showed a strength of 442, against 434 for the previous year; in 1884-85 the number of efficient was 311. Every endeavour is made to encourage Volunteering among the staff, and it is gratifying to find that so large a proportion of the men are efficient Volunteers. Scattered as they are all over the country, they represent a valuable support to the cause of law and order.

Post Office Agency.

64. The development of telegraph facilities by the means of the Post Office agency made good progress during the year under review: 1,474 miles of wire on existing supports, and 759 miles of entirely new line were erected in order to establish the necessary connections with 85 entirely new offices. The gross increase in the number of offices worked by Postal agency is 99, as shown in the margin, but from this must be deducted 16 offices closed as financially unsuccessful or no longer required, and 3 offices re-transferred from Postal to Departmental management, leaving a net increase of 80 offices worked by the Postal Department. The progressive statistics of the past seven years

are given below:—

YEAR.	NUMBER OF COMBINED OFFICES OPEN ON 31ST MARCH.		MILEAGE OF LINE AND WIRE ADDED IN CONNECTION WITH THESE EXTENSIONS.	
	Transferred to Postal agency.	New.	New wire on existing supports.	New supports and wire.
1883-84	24	31	612	405.
1884-85	73	194	636	1,216
1885-86	92	296	1,662	2,150
1886-87	114	326	1,851	2,434
1887-88	125	361	2,113	2,802
1888-89	139	413	3,202	3,50
1889-90	142	490	4,676	3,909
Net additions during 1889-90	3	77	1,474	759

65. On the 31st of March 1890, 632 offices were worked by the Postal Department, of which 142 offices of comparatively minor importance had been transferred from Departmental to Postal agency, 93 were local offices in the neighbourhood of existing offices, opened for public convenience, and 397 were offices on branch lines or wires connected with the main system of the Telegraph Department by junction offices. These branch lines and wires, at the close of the seven years since the system of working in connection with the Post Office came into force, aggregated 3,909 miles of entirely new line, and, in addition, 4,676 miles of wire on existing supports.

66. The number and value of the telegrams sent from combined offices during the past two years, as well as the total number of signalling operations done in them, are as follows :—

YEAR.	No. of paid telegrams.	Value.	Total number of signalling operations.
1888-89	674,953	R 7,24,507	1,585,242
1889-90	786,128	8,41,327	1,829,107

67. By reference to paragraph 32, it will be seen that less than one-ninth of the total work of the Department, as measured by the number of signalling operations, is done in the combined offices. As feeder offices they have proved most valuable in collecting traffic, but the fact must be borne in mind that the great bulk of the work connected with the transmission of the traffic of these offices, with its attendant expense, devolves on the large departmental offices on the main lines.

68. Owing to the economical arrangements of the Postal Department, the working hours of a large number of offices have been increased, at a very moderate cost, to the great advantage of the public. During the year, one office was raised from 2nd to 1st class; and 40 offices from 3rd class to 2nd class. At the close of the year the classes of the Postal Combined offices were as follows :—

3	1st class.
125	2nd class.
504	3rd class or special hours suited to the place.
632	TOTAL.

69. It may be explained that the ordinary working hours of the various classes of offices are—

3rd class	10 A.M. to 5 P.M.
2nd class	7 A.M. to 9 P.M.
1st class	Full day and night service.

70. To the native mercantile community, which does so much work in the evening, the increased hours of working of the Telegraph offices at business centres afford great convenience, and our receipts at many places have benefited by consulting the interests of our customers in this respect.

IV.—EXTENSION AND MAINTENANCE OF LINE.

71. The additions to the system maintained by the Department during the year 1889-90 amounted to 1,817 miles of line and 6,485 miles of wire. The following figures give the mileages of line, wire, and cable at the end of each of the last five years :—

YEAR.	MILES.		
	Line.	Wire.	Cable.
1885-86	27,510	81,480	187
1886-87	30,034	86,890	196
1887-88	31,894	93,517	226
1888-89	33,462	99,654	230
1889-90	35,279	106,139	230

72. The purposes for which the system was maintained are as follows :—

	Miles of w re.	Miles of cable.
Imperial Lines	66,637	219
Provincial Lines	64	...
Native States	152	...
Railway systems	37,581	9
Canal systems	800	...
Private Lines	905	2
TOTAL .	106,139	230

The mileage of line, wire, and cables maintained in each division, classified according to the purpose for which used, is shown in Appendix I, and Appendix J is a statement of the size of the system maintained for each Railway or Canal.

73. **Railway and Canal Lines**—The more important works undertaken for Railways and Canals may be summarised as follows :—

For the Bengal Nagpur Railway.—The line from Raigarh to Chakardarpur, 120 miles, was reconstructed as a permanent line, and between Chakardarpur and Assansol, 118 miles, the reconstruction was finished. On the Kutni-Bilaspur Branch the line was reconstructed with two wires from Bilaspur to Sahdol, 118 miles, thus completing the permanent telegraph line along the whole length of this Branch.

For the South Indian Railway.—An extra wire was supplied from Villapuram to Trichinopoly, 152 miles.

For the Villapuram-Guntakul State Railway.—A temporary line for engineering purposes was constructed from Anantapur to Dhamaveram, 22 miles, and the following lines were reconstructed as permanent lines, and a second wire erected on them :—

	Miles.
Tirupati—Pakal	25
Pakal—Chittoor	19
Chittoor—Katpadi	23
Vellore—Villapuram	99

An extra wire was also erected on the section Guntakul to Anantapur, 42 miles.

For the Bhavnagar-Gondal Junagad-Porbander Railway.—A line was erected from Wankaneer to Rajkot, 26 miles.

For the Rajpura-Patiala-Bhatinda Railway.—A line with two wires was commenced in 1888-89, and 16 miles of it completed during that year; it has now been completed between Patiala and Bhatinda, a distance of 92 miles.

For the Tirhoot State Railway.—A temporary line for engineering purposes was constructed from Durbhanga to Sitamarhi, 43 miles, and an extra wire erected between Pertabganj and Kanwa Ghat, 8 miles.

For the Southern Mahratta Railway.—An extra wire was erected from Dhargwar to Arsikere, 202 miles, and a two-wire line was constructed from Kolhapur to Miraj, a distance of 30 miles.

For the Guekwar's State Railway.—A line with two wires was constructed from Anand to Petlad, 14 miles, and the line from Mehsana to Patan, 24 miles, was commenced.

For the Sind-Pishin Railway, Chaman extension.—A line was constructed from Shelabag to Chaman, 14 miles. Between Kundilani and Hirok, 50 miles, the line was reconstructed on a safer alignment.

For the Delhi-Umballa-Kalka Railway.—A two-wire line was constructed between Delhi and Kalka, 163 miles.

For the Jammu-Kashmir Railway.—A line with two wires was erected from Sialkot to Tawi, 25 miles.

For the Burma State Railway.—The erection of a third wire from Rangoon to Tounghoo, 168 miles, which was commenced in the preceding year, was completed, and the construction of an engineering line along the Mu Valley between Sagaing and Kawnlin, 155 miles, was in progress, 50 miles having been finished by the end of the year.

For the Lucknow-Sitapur-Sirhamau State Railway.—A two-wire line was completed between Golagokarnath and Sirhamau. 20 miles.

For the Sirhind Canal.—Additional wires were supplied aggregating 57 miles.

For the Western Jumna Canal.—A telephone line was put up between Saharanpur and Naushera, 25 miles.

74. Military Lines.—The following new lines were supplied for Military purposes :—

- I.—From Demagiri to the Upper Koladyne, 104 miles;
- II.—From Pauk to the Boinu river, 6 miles west of Haka, 192 miles;
- III.—Kalemyo to Sihaung, 36 miles;
- IV.—Kalemyo to Fort White, 37 miles;
- V.—Jhalnacherra to Changsil Bazar, 50 miles (still under construction).

The difficulties met with will be found described in paras. 78 to 90.

75. Departmental Lines.—That from Bharno to Mogoung, a very difficult line to make, was completed during the year under report.

The temporary line between Kendat and Tammu, which was in course of reconstruction last year, was completed in a permanent manner early in the present year.

A line with two wires to connect Madras and the West Coast (Calicut) by the direct route along the Madras Railway was commenced.

A temporary line from Mekhtar to Apozai was constructed.

The new cantonment of Kaladanda was connected to Najibabad.

The section of line Pauk to Pakoko, 46½ miles, was reconstructed, and a new line made from Pagan to Pakoko, including a cable in the Irrawaddy.

The principal additions to the wires of the main lines of the department are as follows :—

	Miles.
From Madras to Jollarpet and from Calicut to Shoranore, 2 wires as a part of the direct line Madras to Calicut, referred to above	384
„ Padlipara to Maungdaw	67
„ Sabarmati to Agra	574
„ Agra to Bhusaval <i>via</i> the Indian Midland Railway	563
„ Thazi to Magwe	50
„ Myingyan to Pagan in connection with the line Pagan to Pauk	41
„ Mandalay to Thabeitkyin	77

76. Combined Office Extensions.—The following list shows the more extensive works executed in connection with combined offices; the total mileage erected during the year was 759 miles of posts and 2,233 miles of wire.

	Miles of wire.
<i>Arakan Division.</i>	
Comilla to Feni	36
Feni to Noahkali	26
<i>Assam Division.</i>	
Gauhati to Tezpur	87
Sonapur to Raha	42
Silghat to Bokakhat	50
Hailakandi to Jhalnacherra	41
<i>Bellary Division.</i>	
Birur to Shimoga	37
Birur to Chikmagalur	20
Chikmagalur to Koppa	51
Arsikere to Saklasapur	49
Birur to Gubbi	79
<i>Bengal Division.</i>	
Purulia <i>via</i> Chakardarpur to Chybassa	88
<i>Bombay Division.</i>	
Dholia to Wankaneer	28
Wankaneer to Rajkote	26
Aurangabad to Jalna	40
Deolali to Nandgaon	66
Bhavnagar to Vala	29
Veraval to Mangrol	24
<i>Dacca Division.</i>	
Dacca to Maimensing	77
Natore to Bagura	55

<i>East coast Division.</i>									
Aska to Russellkonda	.	.	.	.	.	.	.	.	23
Dharinashala to Cuttack	.	.	.	.	.	.	.	.	32
<i>Indore Division.</i>									
Neemuch to Bhilwara	.	.	.	.	.	.	.	.	71
<i>Madras Division.</i>									
Madras to Cuddalore	.	.	.	.	.	.	.	.	126
Puducottah to Devikottah	.	.	.	.	.	.	.	.	36
Bangalore to Kolar	.	.	.	.	.	.	.	.	42
Madras to Cuddapah	.	.	.	.	.	.	.	.	134
<i>Malabar Division.</i>									
Kayangalam to Kottayam	.	.	.	.	.	.	.	.	35
Ambasamudram to Tenkasi	.	.	.	.	.	.	.	.	22
<i>Nagpur Division.</i>									
Akola to Murtizapur	.	.	.	.	.	.	.	.	44
Bhopal to Bhilsa	.	.	.	.	.	.	.	.	36
Basoda to Sironj	.	.	.	.	.	.	.	.	28
Jhansi to Lalitpur	.	.	.	.	.	.	.	.	58
Kamptee to Ramtek	.	.	.	.	.	.	.	.	21
Nagpur to Rajnandgaon	.	.	.	.	.	.	.	.	146
<i>Oudh and Rohilkhand Division.</i>									
Nirmali to Pertabganj	.	.	.	.	.	.	.	.	25
Gonda to Bahraich	.	.	.	.	.	.	.	.	41
Rai Bareilly to Kalakankar	.	.	.	.	.	.	.	.	34
Bareilly to Rampur	.	.	.	.	.	.	.	.	43
Najibabad to Kaladanda	.	.	.	.	.	.	.	.	33
<i>Punjab Division.</i>									
Rohtak to Gohana	.	.	.	.	.	.	.	.	22
Jhang to Chiniot	.	.	.	.	.	.	.	.	52

77. **Cable operations.**—Owing to the deterioration of the cables in the Irrawaddy and Godavery on the direct route between Calcutta and Burmah, and between Calcutta and Madras, respectively, it was found desirable to lay spare cables in those rivers.

A cable was also laid in the Irrawaddy at Pagan to connect the system on the right bank of that river to Mandalay.

Two cables failed at Sara and had to be replaced, while the Channel creek cable between Diamond Harbour and Mud Point had to be renewed.

Field Telegraphs.

78. **Sikkim Expedition.**—The garrison in Sikkim and Thibet having been considerably reduced during the year, some of the telegraph offices were closed. The only offices now open are Kalimpong, Gnatong, Guntok and Padoung. The line continues to work well.

79. **Chin Expedition.**—Shortly before the close of the last official year, 70 miles of flying telegraph line had been erected between Kalewa, Kambalé, the 2nd stockade, and Sihaung. These offices remained open till May 1889, when they were closed and the line dismantled back to Kalemio close to Kambalé.

80. **Chin-Lushai Expedition.**—In connection with the military operations in the Chin-Lushai country the department was called upon to provide field telegraph lines starting from no less than four different points: Demagiri, in the Chittagong district of Bengal, to the West; Pauk, on the Pokofo-Pauk telegraph line in Upper Burma, to the South; Kalemio (see preceding paragraph) to the East; Jhalnacherra, in the Sylhet district of Assam, to the North. Four separate fully equipped working parties, spread over three Divisions of the department, were therefore necessary, and this arrangement added largely to the strain on the Department.

81. The first party was in charge of Mr E. O. Walker, Assistant Superintendent, who commenced work on the 27th October 1889. A month later, viz., on the 25th November, an office was opened at Lungleh. Upper Mat was reached and an office opened on the 1st January; on the 27th February the Fort Tregear office was opened; and that at the Upper Koladyne on the 23rd March. The

difficulties encountered were very great, the line passing over a succession of densely wooded ranges from 2 000 to 5,000 feet high, which rendered progress slow, and it was only owing to Mr. Walker's untiring energy and excellent arrangements that the line kept pace with the advance of the troops. Towards the close of the work Mr. Walker's health unfortunately broke down, and he was compelled to proceed on leave.

82. In Field Force Order No. ²⁵⁶ ^{Telegraph} issued 6th March 1890, Mr. Walker's excellent services were acknowledged by Brigadier General Tregear in the following terms:—

"Mr. E. O. Walker, Assistant Superintendent of Telegraphs, being obliged on account of ill-health to return to India, the Brigadier-General Commanding has great pleasure in placing on record his high appreciation of the excellent service rendered by him during the time he has served in the expedition. The fact of the Telegraph having kept pace with the road is highly creditable to Mr. Walker; the hard work gone through by him and his subordinates can only be thoroughly appreciated by those who know the difficulties of working through this country, and the Brigadier-General Commanding will have great pleasure in bringing the good work performed by Mr. Walker to the notice of Government."

83. Party No. 2 was in charge of Mr. F. E. Dempster, Assistant Superintendent. Work commenced on the 3rd October 1889, and by the 19th December 127 miles of line had been completed to Kan, and offices opened at that place, Thilin and Gangaw. By the 15th February the line had been extended to Haka, a further distance of 63 miles, and an office opened, making a total length of line from Fawk of 186 miles. The circumstances under which this work was carried out were trying in the extreme, and the party suffered considerably. Mr. J. Cress, Sub-Assistant Superintendent, and 1 lineman, died; Mr W. Hopkins, Sub-Assistant Superintendent, Telegraph Master T. Johnstone and 5 linemen were invalided. Out of a total strength of 110 workmen, 12 died and 60 were rendered unfit for work. The difficulties Mr. Dempster had to contend with are well illustrated by the following extracts from his report, and the manner in which he overcame them shews that he is possessed of determination and powers of organization to a high degree. He was successful in the face of the most unusual difficulties and deserves every praise for his admirable work:—

"The road to Yeydu over the ghat between Pauk and Thilin was in an almost indescribable condition. Elephants sank into their girths, and carts had to be dragged through the mud with their axles resting on the surface, the wheels not nearly touching the comparatively firm surface below. Carts took from two to four days going from Yeybeyu to Yeydu, 7 miles, and many bullocks died of exhaustion."

"Fever simply raged, and in addition the men suffered from sore feet. The lime in the mud attacked the flesh between the toes, which gradually opened out till in many cases the main joints in the foot were exposed, the toes looking as long as fingers."

"From Amybaw I sent back two linemen and seven coolies for treatment. Daily, fever increased, the rain kept on so persistently that we could only work for an hour or two, till one day at Acheeban every man in camp was ill and only about ten were able to stand."

"The health of the party gradually grew worse till it culminated in a general break-down at Minywa. I was very ill; I did not dare to move Mr. Johnstone, he was so weak. Two of the Sub-Inspectors, all the linemen but one, nearly all the Mahouts, and about 80 per cent of the coolies were put entirely *hors de combat*. I could only muster one Sub-Inspector, one lineman and about 15 men for work."

"The wire reached Gangaw on the 26th November, and of my original party of over a hundred, twenty-six comparatively fit men came in."

84. Mr. F. Mercer, Assistant Superintendent, who joined No. 2 party on the 29th December, did excellent work in controlling the traffic and other office arrangements.

85. Mr. R. Elrington, Assistant Superintendent, had charge of No. 3 party. The main difficulty he had to encounter was the determined opposition of the Chins who, from first to last, cut and carried away 25 miles of wire, so retarding the work which commenced on the 6th February that communication with Fort White was not established till the 15th April. The branch to Sihaung was completed on the 17th January and an office opened.

86. No. 4 party, which was in charge of Mr. W. G. Wells, Sub-Assistant Superintendent, commenced work from Jhalnacherra in the middle of February,

but in consequence of the very unhealthy nature of the climate made but slow progress. After 3 miles of line had been constructed work was stopped till April *

87. The total length of Field Telegraph erected was 372 miles, *vis.* :—

	Miles.
1. Demagiri to the Upper Koladyne leaving a gap of about 54 miles from the latter place to Haka	104
2. Pauk to 6 miles beyond (west of) Haka	192
3. Kalemyo to Fort White	37
4. Kalemyo to Sihung	36
5. Jhalmacherra towards Changsil Bazar	3

88. The whole of the above work was carried out under extremely trying and harassing circumstances, and great praise is due to the officers and men of all ranks for the loyal and successful manner in which they fulfilled the task allotted them.

89. The Telegraph Department, on this, as on all other occasions, received ready co-operation and assistance from the General Officers Commanding the Field Forces and all branches of the Service under their orders.

90. The services of the Telegraph Department are acknowledged in the following extracts from the *Gazette of India*, dated the 26th July 1890 :—

* * * * *

"The Most Honorable the Viceroy and Governor General of India in Council is pleased to direct the publication of the subjoined letter from the Adjutant General in India, submitting, under the orders of the Commander-in-Chief in India, despatches received from Brigadiers-General W. P. Symons and V. W. Tregear, reporting the operations of the Burma and Chittagong columns of the Chin-Lushai Expeditionary Force."

* * * * *

"His Excellency in Council is glad to acknowledge the services of Mr. E. O. Walker, Assistant Superintendent of Telegraphs, and his department."

Extract from letter No. 4179A., dated Simla, 16th July 1890, from the Adjutant General in India, to the Secretary to the Government of India, Military Department.

"The Telegraph Department also worked extremely well throughout the expedition."

Extract from letter No. 1708, dated Camp Haka, the 1st May 1890, from Brigadier-General W. P. Symons, Commanding the Chin-Lushai Expeditionary Force, to the Adjutant General, Myanmar through the General Officer Commanding the Burma District.

* * * * *

"The Telegraph Department has worked well under many difficulties of transport, labour and sickness. The construction of the line kept pace with the advance of the troops into Haka. The wire has been invaluable throughout the operations."

* * * * *

Extract from letter No. 476, dated Calcutta, 31st May 1890, from Brigadier General V. W. Tregear, Commanding the Chittagong Column, Chin-Lushai Expedition, to the Adjutant General in India.

* * * * *

"19. *Telegraph.*—During the last expedition the field telegraph line had been completed to Demagiri, and on the 22nd April 1889 the work of laying the wire to Lungsin, 21 miles, was commenced, and completed (with great difficulty, owing to sickness among the coolies) on the 17th May 1889. The whole of the party, Europeans and Natives, suffered from the unhealthiness of the season. The field telegraph office at Lungsin was opened on the 12th September 1889.

Mr. E. O. Walker, Assistant Superintendent of Telegraphs, was appointed to continue the field line from Lungsin to Fort Lungleh and forwards with the Chittagong Column.

The laying of the field line from Lungsin to Fort Lungleh was started on the 26th October and finished on the 25th November, a distance of 20 miles. The line between Demagiri and Lungsin had also to be thoroughly repaired, as much damage had been done to it from falling trees and growing vegetation during the rains.

The construction of the line from Fort Lungleh towards Haka was commenced simultaneously with the road, and by the 23rd March had been completed to the Upper Koladyne, a distance of 65 miles, when orders were received to discontinue the laying of the line towards Haka. Perhaps it is as well that this work has been put off till next winter, when it can be carried out in a permanent manner. The supervision of a temporary line between Fort Tregear and Haka would, during the coming wet season, have been impossible.

The whole of the field work has proved laborious and exhausting to all concerned owing to steep ascents and declivities, and the dense forest and undergrowth of bamboo jungle everywhere met with. The whole of the work has, notwithstanding these difficulties, been carried out in a most excellent manner, and reflects the greatest credit on Mr. Walker and all his subordinates. Owing to ill-health Mr. Walker had to return to India on the 7th March from Fort Tregear, after which date the laying of

* By the end of June 1890, 19 miles of line had been completed from Jhalmacherra and 7 miles from Changsil Bazar, or just one-half of the distance to be covered. The whole party by that time was completely disorganized by sickness, no less than 80 per cent. being ill, and orders were reluctantly given for the withdrawal of the party and for work to cease until the autumn.

the line was carried on by Messrs. Rector and Davies, both of whom have worked very hard and well throughout the expedition; the services of the latter officer I had the pleasure of bringing to notice in my final report on last year's expedition."

"Mr. E. O. Walker, Assistant Superintendent of Telegraphs.—The heavy work done by this very energetic and zealous officer is highly creditable to him. The rapid manner in which the wire was laid and offices opened at the head of the road, as each new camp was fixed upon, proved of the greatest convenience to the expedition, and I cannot speak too highly of the work done by Mr. Walker."

Interruptions to communication.

91. *Departmental.*—Appendix K. shows the number, nature, and duration of all faults on the wires and in the offices of the Telegraph Department which have interfered with communication during the year.

92. Notwithstanding the considerable increase in wire mileage, the faults on departmental lines during the year, due to ascertained causes, compare very favourably with those of the previous year, both as regards number and average duration: the figures being 1,436 faults with an average duration of 22 hours for last year, and 1,389 faults with an average duration of 21 hours for the year under review. This result is due to a great extent to the decrease in number and duration of interruptions in Burma, consequent on the measures taken to strengthen the lines, and also to the efficient manner in which the maintenance operations have been carried out throughout the department.

93. The number of faults in offices has risen from 204 last year to 217, of which 187 occurred in combined offices, 19 in departmental offices worked by civilian signallers, and the remaining 11 in departmental offices worked by military signallers. Although the number has slightly increased, there is an improvement in the duration of these faults, the interruptions only aggregating 2,407 hours this year as compared with 3,818 hours in the previous year.

94. Faults due to unknown causes again show a decrease, namely, from 253 interruptions aggregating 2,911 hours, to 234 interruptions lasting 2,885 hours.

95. A summary of the interruptions for the past two years, classified as far as possible under the causes which chiefly affect working, is given below:—

DEFINITELY TRACED TO	1888-89.		1889-90.	
	No.	Duration.	No.	Duration.
Defects in lines and cables (preventible)	264	4,280	326	5,600
Cyclones and exceptional storms (unpreventible)	204	5,215	222	4,138
Floods	51	2,069	59	2,483
Lightning	23	644	42	678
Falling trees (other than caused by cyclones, &c.)	354	8,107	317	7,704
Birds and animals	127	2,008	123	1,792
Malice	159	4,105	148	3,195
Other causes	222	5,049	152	3,527
Faults in offices	204	3,818	217	2,407
Unknown causes	263	2,911	234	2,885
TOTAL	1,903	38,729	1,840	34,409

96. As was the case last year, "Falling trees" account for by far the largest total of interruptions to communication, but there is a satisfactory decrease under this head. The next largest item is "Defects in Lines and Cables (preventible)" which shows an increase in the total number of faults as well as the aggregate duration of the same. This increase is more apparent than real, and may be explained by the fact that greater care has been exercised in classifying faults, and no pains have been spared in the endeavour to trace out their true causes. Making due allowance for the growth of the lines, the year's maintenance operations compare favourably with those of the past years.

97. In the Assam Division an interruption was caused in the month of August by floods which carried away a portion of the line between Dhubri and Goalpara, the flooded state of the surrounding country greatly delaying the restoration of communication. On the 17th October the cable in the Brahmaputra river

between Dhubri and Fakirganj failed. It will not be replaced, as a more suitable site for the cable on the main route into Assam was selected some time ago in anticipation of this failure.

98. Exceptionally heavy floods in the Ranghola and Shetranji rivers in the Bombay Division in July caused 5 faults aggregating 203 hours. The span across the former river was wrecked, and a long length of line in the neighbourhood of the latter was submerged. In September a piece of copper wire, 60 feet in length, was cut out and stolen from the line connecting Deolali and Bombay, causing an interruption of 34 hours. The case was at once reported to the Police, who were unable to trace the culprit. They were more successful, however, in a case that was referred to them in the month of December when they ascertained that a native boy had caused a contact near the village of Hiraj by fastening two lines together with a piece of thin wire. This case resulted in the offender being sentenced to 14 days' rigorous imprisonment.

99. In the month of August the Sittang river in Burma was in high flood and the surrounding country was completely submerged. Very considerable damage was done to the lines, and in all ten faults occurred aggregating 294 hours. These were frequently caused by the masts of boats, sailing across what at other times was dry land, coming into contact with and snapping the wires. Another fault, indirectly due to the floods, happened at this time, and was caused by a tree falling on the terminal post of a span across the Bilin river, which runs into the Sittang. The span was broken and could not be repaired until after the lapse of 100 hours.

100. In the Dacca Division an interruption, as in 1888-89, was caused by some person breaking into a cable house and stealing the wire used to connect the cable with the lightning discharger. The fault lasted 51 hours and the theft was at once reported to the police, who unfortunately could not trace the offender. A prolonged interruption, 71 hours, occurred in the hills below Darjeeling on the section of line between Pankabari and Panighatta. It was caused by a sudden flood rushing down the Balasun, and carrying away the central support, to the span across that river, which was erected on an island.

101. The East Coast Division, formerly called the Ganjam Division, was visited by a cyclone in the month of November, which did extensive damage to the lines, causing no less than eight interruptions to communication, lasting 377 hours.

102. On the 26th October an interruption occurred between Naini Tal and Bhojpur, in the Oudh and Rohilkhand Division, which was found to be due to the theft of some twenty yards from each of the four wires which are supported on the posts of this section, one of which is used by the railway. After a careful enquiry the case was successfully worked out by the police, and the offence proved to have been committed by some Maywatees residing in the neighbouring villages. Three persons were sent up for trial, one of whom was convicted and sentenced to a year's imprisonment. The Magistrate issued a judicial injunction to the villages all along the line of railway, to the effect that if a case of this kind occurred again, punitive police would be posted at, and the expenditure incurred recouped from, the villages near which the wire had been cut.

103. In the Punjab Division four faults due to landslips occurred in the month of December, on the section Meerut-Chakrata, causing interruptions lasting 152 hours.

104. Heavy floods in the Bolan and Indus rivers, as well as in some hill streams caused extensive damage to the lines in the vicinity. In all, eight faults occurred, by which communication was suspended for 303 hours.

105. In July and August the Upper Burma Division was visited by severe floods which caused many interruptions to communication. In places the water rose so high as to cover the posts. A large number of faults were caused by falling trees as the floods subsided. During these two months no less than thirty-two faults, lasting 2,127 hours, are attributable to the above causes. It was quite impossible to restore communication whilst the floods lasted, and for days after they had commenced to subside the current was so strong in places as to

effectually prevent repair parties reaching the breaks, even in their boats. During the year the faults due to dacoits or malice fell from thirty-two, lasting 1,616 hours in the previous year, to twenty-five, lasting 1,075 hours, but the faults caused by falling trees, *vis.*, forty-seven, lasting 3,690 hours, show hardly any alteration.

106. *Railway and Canal Systems.*—All the faults which have occurred on the lines and in the offices of the Railway and Canal systems whose telegraphs are maintained by this Department, are shown in Appendix L., which also shows the wire mileage in use by each system at the close of the year.

107. The interruptions on the lines per mile of wire during the year were '016 against '019 in the previous year.

108. The interruptions in offices may be divided into those due to carelessness on the part of signallers, and those due to their ignorance or inexperience. As regards the former, the faults traced last year showed an average of '252 per office, but during the year under report this average was only '185—a considerable improvement. With regard to the latter, however, there is hardly any alteration, the figures reading '086 per office last year and '082 per office in 1889-90.

109. *Private Lines.*—These systems aggregate 905 miles of wire and 309 offices, as compared with 919 miles of wire and 293 offices in the previous year. The faults on these lines and in the offices show a marked improvement over those in 1888-89, the totals being 23 faults on lines and 45 in offices in the year under review, while in the previous year they amounted to 58 and 76 respectively.

V.—PRIVATE LINES AND TELEPHONE EXCHANGES.

110. The operations of the Telephone Companies at Calcutta, Madras, Bombay, Karachi, Moulmein, and Rangoon are given below, and shew an advance in the receipts of ₹8,152 as compared with ₹14,500 in the previous year:—

YEAR.	Number of subscribers on 31st December.	Number of Exchange connections.	Number of private lines.	Amount of gross rentals.
				₹
1882	244	244	5	73,009
1883	411	392	34	1,19,165
1884	699	703	77	1,37,490
1885	822	837	100	1,51,349
1886	849	871	95	1,66,876
1887	808	842	104	1,79,448
1888	893	923	113	1,93,948
1889	961	1,001	120	2,02,100

111. The extent of the *departmental* operations in the same class of business is shown in the following table:—

YEAR.	Number of Exchanges.	Number of connections to Exchanges.	Number of Private line offices.	Amount of Subscriptions.
				₹
1882	8	56	147	40,069
1883	12	92	148	47,131
1884	9	72	200	53,213
1885	8	71	257	61,443
1886	8	79	247	60,182
1887	11	105	195	58,118
1888	11	97	217	58,981
1889	13	103	203	64,871

VI.—ELECTRICAL.

112. Early in the year the Department suffered a great loss by the untimely death, on the 15th of April 1889, of Mr. W. P. Johnston, who had been for several years the Electrician of the Department, in which position he had rendered important services, and had introduced many valuable improvements in the instruments and system of working.

113. Quadruplex working has received further development during the year, two new circuits, Calcutta to Bombay and Calcutta to Elephant Point, having been added. The following five long main circuits are now worked under this system :—

Calcutta-Elephant Point.
Calcutta-Rangoon.
Calcutta-Agra.
Calcutta-Bombay.
Bombay-Madras.

114. Duplex working is introduced on all main circuits where the traffic demands this arrangement, and few of such circuits are now worked otherwise. The use of double current of reversing keys has been largely extended with the result of improved working and a great saving in the number of battery cells employed as compared with the system formerly adopted. Other improvements in details have also been made, including a more convenient translation switch, the use of condensers to prevent sparking at the relay contacts at translation stations, also a simple and more efficient plan of determining that a line working duplex is properly balanced by the artificial resistance.

115. Some instructive experiments were made with Cardew's sounders and telephones in working across rivers through two uninsulated wires laid across a river at a suitable distance apart, and connected at both ends by short lines along the bank. Mr. Melhuish succeeded in working across the Ganges at Sara and across the Hughli at Barrackpore in this manner, and though the system is not new, the recent experiments made in this direction may prove of great value in the future in India.

116. The number of regular line testing stations was increased by the addition of Sholapur, to 25.

The following is a list of the testing stations :—

Allahabad.	Bombay.	Dacca.	Jubbulpore.	Nagpore.
Agra.	Calcutta.	Deesa.	Karachi.	Pamben.
Akyab.	Calicut.	Gauhati.	Lahore.	Rangoon.
Bellary.	Cacanada.	Golaghat.	Lucknow.	Sholapur.
Bhusaval.	Cuttack.	Indore.	Madras.	Sukkur.

117. Electric lighting was introduced into the central Telegraph Office at Calcutta. The installation has given every satisfaction. In addition to affording a better light, it has reduced the temperature of the signal room, in which a large number of signallers and clerks work all night, and has thus conduced materially to the comfort and health of the staff.

VII.—STORES AND WORKSHOPS.

118. All demands were promptly and efficiently met by the Store Branch. The addition of a second storey to the joint office of the Superintendents of Stores and of the Workshops was begun and nearly completed. A new shed 200' X 27' was added to the buildings of the Bombay Store Depot.

119. The total outturn of iron and brass castings from the Workshops were respectively 417 and 5·6 tons, against 415 and 5·9 tons during 1888-89. In Appendix O. will be found a list of the principal articles manufactured in the Workshops. The number of instruments and other electrical apparatus repaired was 2,300.

120. Throughout the year the department was administered by Colonel H. A. Mallock.

SIMLA,
The 14th October 1890.

W. R. BROOKE,
Director General of Telegraphs.

APPENDICES.

Appendix A.

Summary of Financial Results of the Indian Telegraph Department for the year 1889-90.

	MILES OF LINE.		MILES OF WIRE.			MILES OF CABLE.		
	To end of previous year.	1889-90.	To end of 1889-90.	To end of previous year.	1889-90.	To end of 1889-90.	To end of previous year.	To end of 1889-90.
INDIAN TELEGRAPH.								
<i>Capital Account.</i>								
Departmental property in joint use	9,533'4	964'4	10,497'8	...	...	...	...	...
In departmental use only	16,634'2	765'9	17,400'1	60,797'3	4,118'1	64,915'4	206'4	204'6
In use by Guaranteed and Subsidised lines	1,127'0	373'5	1,500'5	1,300'7	420'5	1,721'2	12'8	14'6
Property of Native States worked by the Department	130'0	...	130'0	181'0	15'5	196'5	...	...
Departmental property rented to Railways	5,271'4	339'6	4,931'8	35,670'1	1,846'4	37,516'5	8'7	8'7
Railway property maintained by the Department . . . . .	...	...	...	...	...	...	...	...
Departmental property rented to Canals	228'8	3'7	232'5	702'3	97'9	800'2	...	...
Canal property maintained by the Department	197'1	43'5	240'6	...	...	...	...	...
Private lines	258'8	5'6	264'4	918'8	13'4	905'4	2'3	2'3
Railway property rented to Telegraph Department	6'6	...	6'6	...	...	...	...	...
Property of Native States maintained by the Telegraph Department but offices worked by Railways	19'7	...	19'7	19'7	...	19'7	...	...
TOTAL	33,407'0	1,817'0	35,224'0	99,589'9	6,485'0	1,06,074'9	230'2	230'2

The figures in antique type represent reductions.

Summary of Financial Results of the Indian Telegraph Department for the year 1889-90 — continued.

		To end of previous year.	1889-90.	To end of 1889-90.
		R	R	R
Lines	{ Departmental	3,38,02,907	15,41,009	3,43,43,916
	{ Railway			
	{ Guaranteed			
	TOTAL	3,37,22,327	16,98,352	3,54,20,679
Buildings	{ Signal Offices	45,82,514	97,570	46,80,084
	{ Quarters for Staff			
	{ Cable houses and tanks			
	{ Store houses			
	{ Workshop buildings			
	TOTAL	52,25,508	1,32,722	53,58,230
Apparatus and Plant	{ Equipment of Signal Offices	16,08,395	97,073	17,05,468
	{ Miscellaneous			
	TOTAL	17,69,266	98,140	18,67,406
Stores	{	37,29,815	196,111	35,33,704
	{ Suspense heads			
	TOTAL	37,70,032	1,85,596	35,84,436
Temporary Telegraph lines for Military purposes.		56,745	...	56,745
TOTAL CAPITAL EXPENDITURE		*4,44,30,388	17,43,618	4,61,74,006
Adjustments pertaining to previous and current years carried out in 1889-90.				
Add—				
Exchange on expenditure in England prior to 1887-88		24,09,440	...	24,09,440
TOTAL		4,68,39,828	17,43,618	4,85,83,446

*Excludes an erroneous charge of Rs. 815 for exchange on expenditure in England in 1888-89.

Outlay

<i>Deduct—</i>					
	Receipts on Capital account	•	•	•	•
	Interest on Workshop Capital	•	•	•	•
	Miscellaneous advances transferred to Revenue	•	•	•	•
	NET TOTAL CAPITAL EXPENDITURE	•	•	•	•
		2,32,100	...	2,32,100	2,32,100
		10,503	15,678	10,503	26,181
		43,098	8,971	43,098	52,069
	Revenue Account.				
	Divisions	No.	No.	No.	No.
	Signal Offices	17	...	17	17
	Messages	797	83	880	880
	Private	25,515,872	2,630,869	28,146,741	28,146,741
	State	4,410,805	497,614	4,908,419	4,908,419
	Free	141,857	757*	142,614	142,614
	TOTAL	30,068,534	3,129,240	33,197,774	33,197,774
	From paid messages	R	R	R	R
	Private	5,33,42,613	40,32,152	5,73,74,765	5,73,74,765
	State	1,56,57,667	9,90,139	1,66,47,806	1,66,47,806
	TOTAL	6,90,00,380	50,22,291	7,40,22,571	7,40,22,571
	" free	21,57,663	*	22,03,026	22,03,026
	TOTAL	7,11,57,943	50,67,654	7,62,25,597	7,62,25,597
	Railway telegraphs	94,17,003	13,78,107	1,07,95,110	1,07,95,110
	Guaranteed telegraphs	10,54,766	1,37,689	11,92,455	11,92,455
	Miscellaneous	10,31,715	47,528	10,79,243	10,79,243
	TOTAL REVENUE	8,26,61,427	66,30,978	8,92,92,405	8,92,92,405
	Working expenses	8,11,88,017	45,36,446	8,57,24,463	8,57,24,463
	Net profit (difference between Revenue and Working Expenses)	14,73,410	20,94,532	35,67,942	35,67,942
	Per mile of line	2,474,37	188,25	2,534,99	2,534,99
	Revenue	44,1	59,46	101,29	101,29
	Net profit	177,56	13,74	184,97	184,97
	Percentage on Capital Outlay	3,16	4,34	7,39	7,39
	Value of unissued balance of Stores at end of year	37,29,815	1,96,111	35,33,704	35,33,704
	TOTAL EXPENDITURE ON CAPITAL AND REVENUE	12,77,42,144	62,55,415	13,39,97,559	13,39,97,559
	DEFICIT ON TOTAL EXPENDITURE	4,50,80,717	3,75,563	4,47,05,154	4,47,05,154

*Excludes 1,707 telegrams on the service of the French and Portuguese Governments and of the Kalat State which are included with Private messages.

The figures in antienne type represent credits.

Revenue Receipts for five years.

YEAR.	MESSAGE REVENUE.					Claims from State Railways.	Claims from Guaranteed Railways.	Claims from Guarantors.	Saleable books, forms and maps.	Telegraph Gazettes.	Miscellaneous.	TOTAL.										
	PAID MESSAGES.		Free Messages.	TOTAL.																		
	State.	Private.																				
1885-86	R	10,50,927	R	29,06,390	R	38,867	R	30,96,184	R	7,60,238	R	1,98,044	R	1,05,557	R	2,861	R	12,965	R	35,137	R	51,10,986
1886-87	.	16,97,365	.	31,28,713	.	34,215	.	48,60,293	.	8,55,793	.	1,09,294	.	82,075	.	3,277	.	12,822	.	51,767	.	59,76,131
1887-88	.	17,07,657	.	31,60,339	.	34,522	.	52,02,518	.	11,47,983	.	1,07,097	.	1,18,866	.	3,298	.	12,657	.	36,241	.	66,28,600
1888-89	.	9,79,933	.	38,62,449	.	40,153	.	48,82,535	.	11,73,377	.	1,06,525	.	1,17,759	.	3,438	.	14,847	.	33,095	.	63,22,176
1889-90	.	9,90,138	.	40,32,153	.	45,363	.	50,67,654	.	13,19,173	.	58,934	.	1,37,639	.	3,993	.	14,520	.	29,105	.	66,30,978

Revenue Charges for five years.

LINE MAINTENANCE.											SIGNALLING.											
Year.	SHARE OF DIRECTOR'S ACCOUNTS, AND SUPERINTENDENCE.					TOTAL.	CHECK OFFICER.	DEPARTMENTAL OFFICES.					RAILWAY AND CANAL.		PRIVATE.		SHARE OF DIRECTOR'S ACCOUNTS, AND SUPERINTENDENCE.		Tele-graph and Stamps.	Profit and Loss.	TOTAL.	
	Repairs to lines and buildings.	Estab-lishment.	Office Stores.	Profit and loss.	Imperial.			Estab-lishment.	Office Stores.	Re-buildings.	Postal combined.	Re-buildings.	Estab-lishment.	Office Stores.	Estab-lishment.	Office Stores.	Estab-lishment.	Office Stores.				
85-86	1,87,358	2,31,082	5,350	159	9,00,622	48,414	575	18,52,950	26,000	55,107	1,20,306	R	R	1,471	5,530	1,471	4,57,122	17,551	R	R	159	27,18,073
86-87	4,67,436	2,38,238	3,220	607	12,25,402	54,110	413	19,30,791	28,028	46,608	1,56,791	5,000	R	R	7,103	4,068	4,74,945	41,407	R	R	608	28,96,471
87-88	3,41,716	2,80,205	3,425	430	12,08,480	59,206	954	20,10,461	42,605	46,208	1,32,062	3,175	R	R	8,421	5,172	15,8,732	65,334	R	R	429	30,80,768
88-89	1,70,880	2,73,570	3,485	1,241	12,03,091	59,969	767	20,19,087	51,713	49,665	2,02,497	3,423	R	R	11,300	5,912	5,28,951	57,772	R	R	1,240	31,39,140
89-90	3,93,551	2,67,500	3,885	..	12,86,222	55,570	965	20,54,489	53,051	60,109	2,34,206	4,763	R	R	9,899	4,005	5,55,320	65,967	R	R	..	32,50,224

SIGNALLING.

Y.EAR.	SHARE OF DIRECT- TION ACCOUNTS, AND SUPERIN- TENDENCE					Profit and loss.	TOTAL	DEPARTMENTAL OFFICES.				RAILWAY AND CANAL.		PRIVATE.		SHARE OF DIREC- TION ACCOUNTS, AND SUPERIN- TENDENCE.		Tele- graph and Stamps.	Profit and Loss.	TOTAL.			
	Repairs to lines and build- ings.	Estab- lishment.	Office Stores	Office Stores	TOTAL			CHECK OFFICER.	Imperial.		Postal combined.		Estab- lish- ment.	Office Stores.	Re- pairs build- ings	Estab- lish- ment.	Office Stores.				Estab- lish- ment.	Office Stores.	
									Estab- lish- ment.	Office Stores.	Re- pairs build- ings	Estab- lish- ment.											Office Stores.	Re- pairs build- ings
885-86	1,87,358	2,33,082	5,350	17,551	159	9,00,622	48,414	575	18,53,950	26,000	55,107	1,20,306	1,081	1,471	97,263	19,407	5,530	1,471	4,57,122	17,551	R	159	27,18,073
886-87	4,07,426	2,38,238	3,220	41,403	607	12,25,402	54,110	413	19,30,791	28,028	46,608	1,56,791	3,540	5,000	1,09,769	19,662	7,103	4,968	4,74,495	41,407	R	607	28,96,471
887-88	3,41,716	2,80,205	3,425	63,042	430	12,08,480	59,206	954	20,10,461	42,605	46,208	1,32,062	3,468	3,175	1,04,318	10,654	8,421	4,572	5,18,732	65,334	R	6,089	30,83,768
888-89	1,70,880	2,73,570	3,485	58,951	1,241	12,03,091	59,969	767	20,10,871	51,713	49,665	2,02,497	3,423	1,926	1,01,046	26,731	11,300	5,912	5,28,951	57,772	R	429	31,39,140
889-90	3,93,551	2,67,500	3,885	65,906	..	12,86,222	55,570	965	20,54,489	53,051	60,109	2,34,206	4,763	4,709	1,05,981	21,588	9,899	4,005	5,55,320	65,967	R	1,240	32,50,424
																					R	...	...

Result of Operations for five years.

YEAR.	REVENUE.			NUMBER OF MESSAGES.			VALUE OF MESSAGES.		
	Capital Expenditure to end of year.	Receipts.	Charges.	Profit.	Miles of line.	Miles of wire.	Number of Signal Offices.	Inland.	Foreign.
	Capital Expenditure to end of year.	Receipts.	Charges.	Profit.	Miles of line.	Miles of wire.	Number of Signal Offices.	Inland.	Foreign.
1885-86	R	51,10,986	36,18,645	14,92,291	27,425.8	81,396.2	634	1,907,089	370,213
1886-87	4,04,28,033	59,76,131	41,21,873	18,54,258	30,034.5	86,890.8	699	2,132,481	380,788
1887-88	4,27,77,583	66,28,600	42,92,248	23,36,352	31,893.6	93,516.9	745	2,302,268	410,031
1888-89	4,65,97,225	63,22,476	43,12,231	19,80,245	33,407.0	99,820.2	797	2,553,088	425,010
1889-90	4,82,73,096	66,30,978	45,36,446	20,94,532	35,224.0	106,305.1	880	2,681,001	447,482

* Revised since last year's Report was submitted, see paragraphs 2 and 9, and summary of Financial results, pages 36 and 37.

APPENDIX B:

Number and Value of Inland and Foreign Telegrams sent and of Foreign Telegrams "Received" and "Transit" during the year 1889-90, showing also the Increase and Decrease under each head on the figures for the previous year.

NUMBER OF PAID TELEGRAMS AND INDIAN SHARE OF COLLECTIONS IN THE YEAR 1899-00.										
DIVISIONS.										
	INDIAN.				FOREIGN.				GRAND TOTAL.	
	State.		Private.		State.		Private.			
	No.	Value.	No.	Value.	No.	Value.	No.	Value.		
	INDIAN.				FOREIGN.				GRAND TOTAL.	
	State.		Private.		State.		Private.			
	No.	Value.	No.	Value.	No.	Value.	No.	Value.		
	INDIAN.				FOREIGN.				GRAND TOTAL.	
	State.		Private.		State.		Private.			
	No.	Value.	No.	Value.	No.	Value.	No.	Value.		
Andam.	15,816	45,414	33,971	33,627	540	1,667	15,816	45,414	50,330	
Assam.	19,826	29,612	69,191	61,126	164	454	19,826	29,612	89,181	
Bahar.	7,231	11,338	43,633	41,738	9	21	7,231	11,338	51,349	
Bengal.	31,855	33,323	183,525	2,014,447	70	376	31,855	2,014,447	217,327	
Bombay.	21,747	35,631	295,028	2,81,708	155	792	21,747	2,81,708	322,539	
Bombay Office.	8,327	15,306	114,881	1,70,471	1,520	9,203	8,327	1,70,471	209,736	
Burma.	40,254	98,978	172,761	1,83,809	251	10,026	40,254	1,83,809	273,682	
Calcutta.	15,581	26,987	58,381	63,032	234	6,910	15,581	63,032	74,946	
Canal Const.	18,992	29,936	139,611	1,24,888	1	3	18,992	1,24,888	160,444	
Canal Const.	6,985	8,743	46,633	50,444	1	3	6,985	50,444	57,429	
Madras.	26,124	50,026	144,913	1,44,546	70	715	26,124	1,44,546	180,831	
Madras Office.	12,927	23,157	57,690	64,785	1,629	4,566	12,927	64,785	176,500	
Malabar.	6,146	9,638	86,762	83,222	1	2	6,146	83,222	98,013	
Malabar.	18,512	21,071	62,036	63,251	6	6	18,512	63,251	80,707	
Madras and Re- billed.	21,934	33,671	91,450	92,634	3	18	21,934	92,634	113,929	
Punjab.	86,155	1,74,693	199,754	1,99,256	716	7,719	86,155	1,99,256	288,042	
Rajputana.	11,018	13,882	66,216	59,967	2	29	11,018	59,967	77,404	
Sind and Baluchistan.	23,789	44,391	90,020	84,216	927	6,555	23,789	84,216	168,792	
Upper Burma.	81,076	1,86,951	92,900	92,177	4	123	81,076	92,177	174,186	
Total Collections of the Year.	593,458	9,46,595	3,191,645	22,91,654	5,947	45,244	593,458	22,91,654	3,197,602	
Adjustments.	---	---	---	---	---	---	---	---	---	
Net Total (in revenue).	593,458	9,46,595	3,191,645	22,91,654	5,947	45,244	593,458	22,91,654	3,197,602	

This Return includes 1,707 telegrams on the service of the French and Portuguese Governments and of His Highness the Khan of Kalat, the value of which was Rs. 376-1, has not been credited to Revenue.

Includes R4.335-15, the collection of the Provincial Offices, three in number.

TOTAL PAID TELEGRAMS.		
	No	Value.
Inland	2,085,087	32,24,886
Foreign	144,807	18,00,808
	577	657
Total	3,124,571	50,25,694

Text: P. 3 T= 30000

	No.	Value.
Inland	2,557,228	21,206,114
Foreign	2,000,000	16,500,000
Departmental Railway	600	500
Total	5,057,828	48,206,114

TOTAL PAID TELEGRAMS.

Number and Value of Inland and Foreign Telegrams sent and of Foreign Telegrams "Received" and "Transit" during the year 1889-90, showing also the Increase and Decrease under each head on the figures for the previous year—continued.

DIVISIONS.	INCREASE.										DECREASE.									
	INLAND.					FOREIGN.					INLAND.					FOREIGN.				
	State.		Private.		No.	State.		Private.		No.	State.		Private.		No.	State.		Private.		No.
	No.	Value.	No.	Value.		No.	Value.	No.	Value.		No.	Value.	No.	Value.		No.	Value.	No.	Value.	
Assam	11,019	37,217 4	6,982	5,775 15	55	165 5	11,019	37,217 4	7,017	5,945 3	18,036	43,162 7	...	...	...	...	...	...	...	...
Bellary	719	429 0	6,331	6,784 5	75	389 10	721	450 9	6,406	7,153 15	7,127	7,604 8	...	...	...	...	...	...	...	...
Bombay	2,571	2,866 15	13,106	15,358 6	43	224 2	2,571	2,866 15	13,174	15,912 5	15,788	18,943 6	...	...	...	...	...	...	...	...
Bombay Office	3,257	4,281 15	2,755	3,885 0	23	1 1	3,257	4,281 15	4,132	11,843 0	7,412	16,126 0	...	...	...	...	...	...	...	...
Bombay Office	3,077	1,385 8	7,417	11,465 10	208	1,292 4	3,077	1,385 8	3,243	6,370	1,335 8	6,370	...	...	...	...	...	...	...	...
Bombay Office	6,772	1,43 15	8,634	5,884 0	56	4,086 8	6,772	1,43 15	15,777	28,439 1	15,885	38,732 5	...	...	...	...	...	...	...	...
Dacca	...	...	4,904	6,463 14	68	5,871 9	...	...	4,972	12,335 7	4,972	12,335 7	...	...	...	...	...	...	...	...
East Coast	2,204	5 8	8,231	3,256 7	2	19 5	2,204	5 8	8,206	5,622 13	10,912	9,110 11	...	...	...	...	...	...	...	...
Indore	...	...	...	...	375	260 7	...	...	8,006	3,516 14	...	...	...	...	...	...	...	...	...	...
Madras	5,915	12,328 6	17,241	19,029 0	28	499 5	5,915	12,328 6	18,559	20,903 8	24,542	34,329 3	...	...	...	...	...	...	...	...
Madras Office	3,672 9	3 30	6,780 3	389 1,134 7	1,466	...	3,672 9	3 30	4,848	6,780 3	5,332	11,587 3	...	...	...	...	...	...	...	...
Malabar	755	824 0	5,567	2,425 1	172	...	755	824 0	5,739	2,425 1	6,491	3,247 1	...	...	...	...	...	...	...	...
Nagpur	3,121	991 11	...	...	8	...	3,121	991 11	...	...	3,130	991 11	...	...	...	...	...	...	...	...
Oudh and Rohilkhand	2,931	2,684 13	11,919	11,368 11	...	57 12	2,931	2,684 13	11,949	11,424 7	15,880	14,089 4	...	...	...	...	...	...	...	...
Punjab	...	...	10,496	4,865 0	...	...	...	...	10,496	4,865 0	10,496	4,865 0	...	...	...	...	...	...	...	...
Rajputana	1,719	158 6	2,919	112 9	1	23 12	1,719	158 6	2,953	217 13	4,673	389 15	...	...	...	...	...	...	...	...
Sind and Baluchistan	3,303	7,455 2	...	...	...	...	3,303	7,455 2	...	...	3,303	7,455 2	...	...	...	...	...	...	...	...
Upper Burma	6,802	5,976 8	2,745	1,957 10	18	60 10	6,802	5,976 8	3,763	2,018 4	10,655	7,966 12	...	...	...	...	...	...	...	...
Total	54,002	91,847 15	116,886	1,05,375 10	753	7,302 5	54,002	91,847 15	141,819	1,30,690 14	220,574	2,80,841 2	...	...	...	...	...	...	...	...
Adjustment	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Net Total (including adjustments)	54,002	91,847 15	116,886	1,05,375 10	753	7,302 5	54,002	91,847 15	141,819	1,30,690 14	220,574	2,80,841 2	...	...	...	...	...	...	...	...
Net Increase or Decrease on the previous year	52,067	28,105 0	75,722	44,765 8	59	...	52,067	28,105 0	97,293	1,69,571 5	149,419	1,79,634 8	...	...	...	...	...	...	...	...

Note.—This Return includes only the figures for the year 1889-90, and does not include the figures for the previous year.

Abstract of Foreign Traffic with India by the Indo-European and Red Sea routes for the year 1889-90.

ROUTE.		NUMBER OF TELEGRAMS BY EACH ROUTE (EXCLUSIVE OF TRANSIT).			PERCENTAGE OF NUMBER.		
		To India.	From India.	TOTAL.	To India.	From India.	TOTAL.
INDO-EUROPEAN.	Via Teheran . . .	30,934	44,284	75,118	38.49	47.19	43.18
	Via Turkey . . .	2,328	1,368	3,696	2.90	1.46	2.12
	Persian Gulf via Karachi . . .	933	1,196	2,129	1.16	1.27	1.22
RED SEA	Via Suez . . .	46,197	47,001	93,198	57.45	50.08	53.48
TOTAL . . .		80,372	93,849	174,221	100.00	100.00	100.00

APPENDIX F.

Synopsis of complaints relating to the Indian Government Telegraph Department for the year 1889-90.

(The figures in antique type are those for last year.)

NATURE OF COMPLAINTS.	NUMBER OF COMPLAINTS RECEIVED.				NUMBER DISPOSED OF.										NUMBER OF PAID MESSAGES.				PER CENTAGE OF MESSAGES WHICH FORMED THE SUBJECT OF COMPLAINTS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
					ADMITTED.			REJECTED.				TOTAL REJECT-ED.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
								Being groundless.		Not investigated for want of documents.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	In-land.	Railway.	Foreign.	TOTAL.	In-land.	Railway.	Foreign.	TOTAL.	In-land.	Railway.	Foreign.	In-land.	Railway.	Foreign.	Inland.	Railway.	Foreign.	TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Non-delivery . . . {	377	38	26	441	150	16	13	179	207	22	13	20</

19'24 per cent.
15'62 " "
31'25 " "
10'59 " "

Departmental
Railway
Foreign
Net Increase

Increase
Decrease

Increase or Decrease in the number of admitted complaints.

4'02 per cent.
5'06 " "
17'65 " "
5'70 " "

Departmental
Foreign
Railway
Net Increase

Increase of Traffic

* This does not include 135,007 telegrams, the number transferred to Railways, which are shown under the head 'Railway' in this Return, but under 'Departmental' in Appendix B.

APPENDIX F—continued.

Synopsis of Complaints relating to other Telegraph Administrations for the year 1889-90.

[The figures in antique are those for last year.]

[illegible]

Increase in the number of admitted complaints . . .	Railway			19'55 per cent.
	Foreign	Net		
	20'62	20'05	20	

GOVERNMENT
PUBLIC WORKS
CIVIL WORKS

STATEMENT OF IRRIGATION AND RAINFALL IN

Comparative Statement of Irrigation and Rainfall for the

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS		
					Sown from April to November 1889, i.e., first crop.		
					Total acres.	In comparison with 1888 89.	
1	2	3	4	5	6	Increase.	Decrease.
	Ganjam.						
	Government land .	1,444,779	440,127	394,420	155,251	10,445	...
	Inam land .	157,141	136,913	121,649	30,528	...	444
	Zemindari land .	3,754,240	846,968	60,735	10,042	...	...
	TOTAL	5,356,160	1,424,008	576,804	201,821	10,001	...
	Visagapatam.						
	Government land .	1,187,187	147,745	114,698	34,924	15,680	...
	Inam land .	101,283	101,283	37,577	20,101	12,710	...
	Zemindari land .	9,586,410	11,227	11,227	11,227	2,301	...
	TOTAL	10,874,880	260,255	163,502	66,252	30,691	...
	Godávari.						
Godávari anicut	Government land .	...	...	...	297,644	7,587	...
	Inam land .	...	...	...	172,768	3,887	...
	Zemindari land .	...	...	...	131,038	4,793	...
	TOTAL	...	...	...	601,450	16,267	...
	All other works						
	Government land .	...	...	...	54,517	16,254	...
	Inam land .	...	...	...	22,685	6,984	...
	Zemindari land .	...	...	...	6,381	5,855	...
	TOTAL	...	...	...	83,583	29,093	...
TOTAL	Government land .	2,448,344	1,088,741	733,838	352,161	23,841	...
	Inam land .	546,926	471,047	399,896	195,453	10,871	...
	Zemindari land .	2,037,576	787,226	493,264	137,419	10,648	...
	TOTAL	5,032,846	2,347,014	1,626,998	685,033	45,360	...
	Kistna.						
Kistna anicut	Government land .	...	...	...	260,414	26,538	...
	Inam land .	...	...	...	88,499	10,669	...
	Zemindari land .	...	...	...	73,033	...	4,074
	TOTAL	...	...	...	421,946	33,133	...
	All other works						
	Government land .	...	...	...	26,316	567	...
	Inam land .	...	...	...	3,774	1,437	...
	Zemindari land .	...	...	...	4,244	699	...
	TOTAL	...	...	...	34,334	2,703	...
TOTAL	Government land .	3,508,032	2,360,086	1,470,740	286,730	27,105	...
	Inam land .	682,628	645,772	461,900	92,273	12,106	...
	Zemindari land .	1,183,360	336,903	247,881	77,277	...	3,375
	TOTAL	5,374,080	3,342,761	2,180,521	456,280	35,836	...
	Nellore.						
Pennér anicut	Government land .	...	...	...	41,073	6,774	...
	Inam land .	...	...	...	10,842	1,225	...
	Zemindari land .	...	...	...	...	...	...
	TOTAL	...	...	...	51,915	7,999	...
	Sangam anicut						
	Government land .	...	...	...	42,195	1,111	...
	Inam land .	...	...	...	9,170	153	...
	Zemindari land .	...	...	...	...	...	...
	TOTAL	...	...	...	51,365	1,264	...

OF INDIA.
DEPARTMENT.
—Irrigation.

THE MADRAS PRESIDENCY FOR 1889-90.

years 1888-89 and 1889-90 in the Madras Presidency.

IRRIGATED.							RAINFALL.				
Sown from December 1889 to March 1890, i.e., second crop.			Whole year, 1889-90.			Per-centage of increase or decrease in 1889-90.	Months.	1888-89.	1889-89	Per-centage of increase or decrease in 1889-90	
Total acres.	In comparison with 1888-89		Total acres.	In comparison with 1888-89							
	In-crease.	De-crease.		In-crease.	De-crease.						
9	10	11	12	13	14	15	16	17	18	19	
								Inches.	Inches.		
10,508	1,203	...	165,759	11,618	...	+ 7'56	...	...	...	...
1,214	...	1,289	37,742	...	1,733	— 4'39	South-west monsoon	18 13	32 38	+ 78'60	
...	...	475	10,042	...	475	— 4'52	North-east do.	7 96	27 95	+ 251'13	
11,722	...	561	213,543	9,440	...	+ 4'63	TOTAL	26 09	60'33	+ 131'24	
2,198	...	1,296	37,122	14,384	...	+ 63'26	...	...	...	...
892	...	927	20,993	11,783	...	+ 127'94	South-west monsoon	25 23	41'19	+ 63'26	
...	...	...	11,227	2,301	...	+ 25'78	North-east do.	9'67	12 78	+ 32'16
3,090	...	2,223	69,342	28,468	...	+ 69'65	TOTAL	34'90	53'97	+ 54'64	
21,448	4,158	...	319,092	11,745	...	+ 3'82	...	...	...	...
15,025	3,690	...	187,793	7,577	...	+ 4'20	...	...	...	...
12,811	0,065	...	143,883	10,858	...	+ 8'16	...	...	...	...
49,314	13,913	...	650,774	30,180	...	+ 4'86	TOTAL	...	...	...
5,802	2,357	...	60,319	18,611	...	+ 44'62	...	...	...	...
3,100	907	...	25,785	7,891	...	+ 44'10	...	...	...	...
807	837	...	7,248	6,692	...	+ 1205'40	...	...	...	...
9,769	4,101	...	93,352	33,194	...	+ 55'18	TOTAL	...	...	...
27,250	6,515	...	379,411	30,356	...	+ 8'70	...	...	...	...
18,125	4,597	...	213,578	15,468	...	+ 7'81	South-west monsoon	21'60	32'44	49'56	
13,718	6,902	...	151,137	17,550	...	+ 13'14	North-east do.	9 55	14'14	48'06	
59,093	18,014	...	744,126	63,374	...	+ 9'31	TOTAL	31'24	46'54	49'10	
1,447	...	2,808	261,861	23,730	...	+ 9'97	...	...	...	...
154	...	28	88,653	10,641	...	+ 13'64	...	...	...	...
32	20	...	73,065	...	4,054	— 5'26	...	...	...	...
1,033	...	2,816	423,579	30,317	...	+ 7'71	TOTAL	...	...	...
1,582	85	...	27,898	652	...	+ 2'30	...	...	...	...
460	94	...	4,234	1,531	...	+ 56'64	...	...	...	...
1,375	344	...	5,619	1,043	...	+ 22'79	...	...	...	...
3,417	523	...	37,751	3,226	...	+ 9'58	TOTAL	...	...	...
3,029	...	2,723	289,759	24,382	...	+ 9'20	...	...	...	...
614	66	...	92,887	12,172	...	+ 15'08	South-west monsoon	18 39	25 65	+ 30'48	
1,407	364	...	78,684	...	3,011	— 3'69	North-east do.	8 37	11 60	+ 38'59	
5,050	...	2,293	461,330	33,543	...	+ 7'84	TOTAL	26'76	37'25	+ 39'20	
8,454	...	1,157	40,527	5,617	...	+ 2'79	...	...	...	...
3,728	...	58	14,570	1,167	...	+ 8'71	...	...	...	...
...	
12,182	...	1,215	64,097	6,784	...	+ 11'84	TOTAL	...	...	...
7,727	4,346	...	49,922	5,457	...	+ 12'27	...	...	...	...
1,267	980	...	10,437	1,133	...	+ 12'18	...	...	...	...
...	
8,994	5,326	...	60,359	6,590	...	+ 12'26	TOTAL	...	...	...

Comparative Statement of Irrigation and Rainfall for the

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS		
					Sown from April to November 1889, i.e., first crop.		
					Total Acres.	In comparison with 1888-89.	
						Increase.	Decrease.
1	2	3	4	5	6	7	8
	<i>Nellore—contd.</i>						
All other works	Government land	...	...	...	72,860	...	12,087
	Inam land	...	...	...	16,329	...	544
	Zemindari land	...	...	...	738	717	...
	TOTAL	...	...	...	89,927	...	11,914
TOTAL	Government land	2,587,399	1,453,943	852,164	156,128	...	4,202
	Inam land	647,161	592,402	329,109	36,341	834	...
	Zemindari land	2,375,040	46	46	738	717	...
	TOTAL	5,609,600	2,046,391	1,181,319	193,207	...	2,651
	<i>Cuddapah.</i>						
	Government land	4,795,374	1,759,929	1,252,337	86,242	13,305	...
	Inam land	791,535	693,290	521,369	49,107	8,554	...
	Zemindari land	...	...	...	...	...	...
	TOTAL	5,586,909	2,453,219	1,773,706	135,409	21,859	...
	<i>Anantapur.</i>						
	Government land	2,758,433	2,047,673	1,025,788	54,912	9,220	...
	Inam land	616,927	606,608	413,627	15,477	334	...
	Zemindari land	...	...	...	...	...	...
	TOTAL	3,375,360	2,654,341	1,439,415	70,389	9,554	...
	<i>Bellary.</i>						
	Government land	3,102,818	2,521,943	1,450,784	29,406	184	...
	Inam land	820,249	819,401	619,993	10,818	...	737
	Zemindari land	...	...	...	...	...	...
	TOTAL	3,923,067	3,341,344	2,070,777	40,224	...	553
	<i>Kurnool.</i>						
Kurnool-Cuddapah canal.	Government land	...	...	...	12,020	...	6,587
	Inam land	...	...	...	5,775	...	3,844
	Zemindari land	...	...	...	...	...	...
	TOTAL	...	...	...	17,795	...	10,431
Cumbum tank	Government land	...	...	...	3,388	...	10
	Inam land	...	...	...	1,817	...	8
	Zemindari land	...	...	...	...	...	...
	TOTAL	...	...	...	5,205	...	18
All other works	Government land	...	...	...	25,578	6,290	...
	Inam land	...	...	...	10,917	3,658	...
	Zemindari land	...	...	...	...	...	...
	TOTAL	...	...	...	42,495	9,948	...
TOTAL	Government land	3,955,087	1,583,696	1,132,761	40,986	...	307
	Inam land	1,017,073	1,000,662	762,776	24,509	...	194
	Zemindari land	...	...	...	...	...	...
	TOTAL	4,972,160	2,590,358	1,895,537	65,495	...	501
	<i>Chingleput.</i>						
Chembrambakam tank.	Government land	...	...	...	5,432	...	2,573
	Inam land	...	...	...	1,739	...	317
	Zemindari land	...	...	...	...	...	...
	TOTAL	...	...	...	7,171	...	2,890
Madras Water-supply and Irrigation Extension project.	Government land	...	...	...	4,413	...	125
	Inam land	...	...	...	764	...	77
	Zemindari land	...	...	...	87	...	11
	TOTAL	...	...	...	5,264	...	213

years 1888-89 and 1889-90 in the Madras Presidency—*contd.*

IRRIGATED.							RAINFALL.			
Sown from December 1889 to March 1890, i. e., second crop.			Whole year, 1889-90.			Per-centage of increase or decrease in 1889-90.	Months.	1888-89.	1889-90.	Per-centage of increase or decrease in 1889-90.
Total acres.	In comparison with 1888-89.		Total acres.	In comparison with 1888-89.						
	In-crease.	De-crease.		In-crease.	De-crease.					
9	10	11	12	13	14	15	16	17	18	19
								Inches.	Inches.	
25,330	1,334	...	98,190	...	10,753	-9'87	.....	...	...	...
5,321	597	...	21,650	53	...	+ '25	.....	...	...	...
46	...	570	784	147	...	+ 23'08	.....	...	...	...
30,697	1,361	...	120,624	...	10,553	- 8'04	TOTAL	...	...	...
41,511	4,523	...	197,639	321	...	+ '16	.....	...	...	...
10,316	1,519	...	46,657	2,353	...	+ 5'31	South-west monsoon	11'32	13'33	+ 17'75
46	...	570	784	147	...	+ 23'08	North-east do.	17'89	15'95	- 10'84
51,873	5,472	...	245,080	2,821	...	+ 1'16	TOTAL	29'21	29'28	+ '24
67,428	3,823	...	153,670	17,128	...	+ 12'54	.....	...	...	...
37,886	...	3,437	87,053	5,117	...	+ 6'25	South-west monsoon	15'06	20'35	+ 35'13
...	...	...	...	...	...	...	North-east do.	12'46	10'00	- 19'74
105,314	386	...	240,723	22,245	...	+ 10'18	TOTAL	27'52	30'35	+ 10'28
66,427	8,607	...	121,339	17,827	...	+ 17'20	.....	...	...	...
18,304	4,554	...	33,781	4,888	...	+ 16'92	South-west monsoon	13'66	21'67	+ 58'64
...	...	...	...	...	...	...	North-east do.	6'59	11'22	+ 70'26
84,731	13,161	...	155,120	22,715	...	+ 17'16	TOTAL	20'25	32'89	+ 62'42
7,077	1,798	...	36,483	1,982	...	+ 5'74	.....	...	...	...
2,009	555	...	12,827	...	182	- 1'40	South-west monsoon	15'16	22'92	+ 51'19
...	...	...	...	...	...	...	North-east do.	4'83	7'31	+ 51'35
9,086	2,353	...	49,310	1,800	...	+ 3'79	TOTAL	19'99	30'23	+ 51'23
2,485	...	1,705	14,505	...	8,292	- 36'37	.....	...	...	...
1,551	81	...	7,326	...	3,763	- 33'93	.....	...	...	...
...
4,036	...	1,624	21,831	...	12,055	- 35'58	TOTAL	...	...	...
3,076	585	...	6,464	575	...	+ 9'76	.....	...	...	...
1,160	161	...	2,977	153	...	+ 5'42	.....	...	...	...
...
4,236	746	...	9,441	728	...	+ 8'36	TOTAL	...	...	...
9,542	5,161	...	35,120	11,451	...	+ 48'38	.....	...	...	...
5,324	239	...	22,241	3,897	...	+ 21'24	.....	...	...	...
...
14,866	5,400	...	57,361	15,348	...	+ 36'53	TOTAL	...	...	...
15,103	4,041	...	56,089	3,734	...	+ 7'15	.....	...	...	...
8,035	481	...	32,544	287	...	+ '89	South-west monsoon	15'14	26'01	+ 71'80
...	...	...	...	...	...	...	North-east do.	5'58	9'60	+ 72'04
23,138	4,522	...	88,633	4,021	...	+ 4'75	TOTAL	20'72	35'61	+ 71'86
3,387	...	959	8,819	...	3,532	- 28'60	.....	...	...	...
446	...	79	2,185	...	396	- 15'34	.....	...	...	...
...
3,833	...	1,038	11,004	...	3,928	- 26'31	TOTAL	...	...	...
3,929	...	840	8,342	...	965	- 10'37	.....	...	...	...
303	55	...	1,127	...	22	- 1'91	.....	...	...	...
73	7	...	160	...	4	- 2'44	.....	...	...	...
4,365	...	778	9,629	...	991	- 9'33	TOTAL	...	...	...

Comparative Statement of Irrigation and Rainfall for the

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS		
					Sown from April to November 1889, &c., first crop.		
					Total acres.	In comparison with 1888-89.	
						Increase.	Decrease.
1	2	3	4	5	6	7	8
	<i>Chingleput—contd.</i>						
Vallur anicut	Government land . . .	...	...	...	1,520	91	...
	Inam land . . .	...	...	...	1,881	...	58
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	3,401	33	...
All other works	Government land . . .	...	...	...	264,748	3,059	...
	Inam land . . .	...	...	...	38,827	...	7,744
	Zemindari land . . .	...	...	...	1,593	...	448
	TOTAL . . .	...	...	...	305,168	...	5,133
TOTAL	Government land . . .	1,313,024	714,528	600,120	276,113	452	...
	Inam land . . .	264,037	258,187	126,520	43,211	...	8,196
	Zemindari land . . .	239,876	229,437	58,939	1,680	...	459
	TOTAL . . .	1,817,837	1,222,152	785,579	321,004	...	8,203
	<i>North Arcot.</i>						
Pálár anicut	Government land . . .	...	...	...	58,903	325	...
	Inam land . . .	...	...	...	6,697	...	577
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	65,600	...	252
Cheyár anicut	Government land . . .	...	...	...	18,046	147	...
	Inam land . . .	...	...	...	1,278	...	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	19,324	147	...
Poiney anicut	Government land . . .	...	...	...	18,731	34	...
	Inam land . . .	...	...	...	1,363	...	56
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	20,097	...	22
All other works	Government land . . .	...	...	...	196,575	1,179	...
	Inam land . . .	...	...	...	29,138	1,616	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	225,713	2,795	...
TOTAL	Government land . . .	2,411,716	1,161,676	894,607	292,258	1,685	...
	Inam land . . .	206,524	156,610	129,907	38,476	983	...
	Zemindari land . . .	2,179,840	...	...	...	...	...
	TOTAL . . .	4,798,080	1,318,286	1,024,514	330,734	2,668	...
	<i>South Arcot.</i>						
Pelendorai anicut	Government land . . .	...	...	...	3,173	719	...
	Inam land . . .	...	...	...	441	34	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	3,614	753	...
Lower Coleroon anicut.	Government land . . .	...	...	...	97,988	4,991	...
	Inam land . . .	...	...	...	8,951	551	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	106,939	5,542	...
Shatiatope anicut	Government land . . .	...	...	...	22,487	...	...
	Inam land . . .	...	...	...	2,071	...	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	24,558	...	...

years 1888-89 and 1889-90 in the Madras Presidency—contd.

IRRIGATED.							RAINFALL.			
Sown from December 1889 to March 1890, i.e., second crop.			Whole year, 1889-90.			Per-centage of increase or decrease in 1889-90.	Months.	1888-89.	1889-90.	Per-centage of increase or decrease in 1889-90.
Total acres.	In-comparison with 1888-89.		Total acres.	In-comparison with 1888-89.						
9	10	11	12	13	14	15	16	17	18	19
759	...	45	2,279	46	...	+ 2 06	...	Inches.	Inches.	...
941	...	41	2,822	...	99	- 3 39		...	...	...
...
1,700	...	8	5,101	...	51	- 1 03	TOTAL	...	...	...
64,539	...	25,168	329,287	...	22,100	- 6 20	...	...	...	...
12,609	...	2,741	51,436	...	10,485	- 16 93	...	...	...	...
276	...	214	1,869	...	662	- 20 16	...	...	...	...
77,424	...	28,123	382,592	...	33,256	- 8 00	TOTAL	...	...	...
72,614	...	27,012	348,727	...	26,560	- 7 08	South-west monsoon	21 52	17 53	- 18 54
14,359	...	2,806	57,570	...	11,001	- 16 04		33 21	21 37	- 35 65
349	...	207	2,029	...	666	- 24 71	North-east do.	...	...	...
87,322	...	30,025	408,326	...	38,228	- 8 56	TOTAL	54 73	38 90	- 28 92
23,245	317	...	82,148	642	...	+ 8 80	...	...	...	...
3,483	...	480	10,180	...	1,057	- 9 4	...	...	...	...
...
26,728	...	163	92,328	...	415	- 4 5	TOTAL	...	...	...
13,194	...	133	31,240	14	...	+ 0 04	...	...	...	...
443	1,721	...	...	...	...	...	...	...
...
13,637	...	131	32,961	14	...	+ 0 04	TOTAL	...	...	...
5,224	...	303	23,958	...	260	- 1 11	...	...	...	...
255	...	12	1,618	...	68	- 4 03	...	...	...	...
...
5,479	...	315	25,576	...	337	- 1 30	TOTAL	...	...	...
81,758	...	11,341	278,333	...	10,162	- 3 52	...	...	...	...
14,010	...	2,098	43,148	...	482	- 1 10	...	...	...	...
...
95,768	...	13,439	321,481	...	10,644	- 3 20	TOTAL	...	...	...
123,421	...	11,460	415,679	...	9,775	- 2 30	South-west monsoon	20 12	23 07	+ 14 66
18,191	...	2,590	50,667	...	1,607	- 2 76		18 32	16 40	- 10 15
...	North-east do.	...	...	...
141,612	...	14,050	472,346	...	11,382	- 2 35	TOTAL	38 44	39 53	+ 2 84
543	20	...	3,716	739	...	+ 24 82	...	...	...	...
98	8	...	539	42	...	+ 8 45	...	...	...	...
...
641	28	...	4,255	781	...	+ 22 48	TOTAL	...	...	...
6,881	...	2,306	104,869	2,685	...	+ 2 63	...	...	...	...
1,051	...	4	10,002	547	...	+ 5 79	...	...	...	...
...
7,932	...	2,310	114,871	3,232	...	+ 2 89	TOTAL	...	...	...
4,249	26,736	...	...	...	...	...	...	...
432	2,503	...	...	...	...	...	...	...
...
4,681	29,239	...	...	...	TOTAL	...	...	...

* Information not available.

Comparative Statement of Irrigation and Rainfall for the

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS		
					Sown from April to November 1889, i.e., first crop.		
					Total acres.	In comparison with 1888-89.	
						Increase.	Decrease.
1	2	3	4	5	6	7	8
	<i>South Arcot—contd.</i>						
Vriddhachalam anicut.	Government land . . .	...	...	...	3,153	...	...
	Inam land . . .	...	...	...	242	...	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	3,395	...	...
Mehmatur anicut.	Government land . . .	...	...	...	2,262	...	...
	Inam land . . .	...	...	...	101	...	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	2,363	...	...
Tirukoilur anicut.	Government land . . .	...	...	...	16,548	...	1,132
	Inam land . . .	...	...	...	1,274	...	252
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	17,822	...	1,384
All other works . . .	Government land . . .	...	...	...	156,616	18,896	...
	Inam land . . .	...	...	...	9,692	1,043	...
	Zemindari . . .	...	...	...	95	...	56
	TOTAL . . .	...	...	...	166,403	19,883	...
TOTAL . . .	Government land . . .	3,110,357	2,146,738	1,342,491	302,227	23,474	...
	Inam land . . .	156,843	142,709	75,223	22,772	1,376	...
	Zemindari land . . .	22,400	14,080	6,635	95	...	56
	TOTAL . . .	3,289,600	2,303,527	1,424,349	325,094	24,794	...
	<i>Tanjore.</i>						
Upper anicut . . .	Government land . . .	...	...	...	743,302	3,002	...
	Inam land . . .	...	...	...	106,147	3,541	...
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	849,449	6,543	...
All other works . . .	Government land . . .	...	...	...	40,025	65	...
	Inam land . . .	...	...	...	4,446	...	311
	Zemindari land . . .	...	...	...	...	...	...
	TOTAL . . .	...	...	...	44,471	...	246
TOTAL . . .	Government land . . .	1,590,878	1,166,228	978,168	783,327	3,067	...
	Inam land . . .	611,536	448,828	242,478	110,593	3,230	...
	Zemindari land . . .	191,633	...	...	...	...	...
	TOTAL . . .	2,394,047	1,615,056	1,220,646	893,920	6,297	...
	<i>Trichinopoly.</i>						
	Government land . . .	2,422,574	1,276,290	839,575	108,840	8,492	...
	Inam land . . .	214,226	177,431	118,953	8,426	4,465	...
	Zemindari land . . .	391,580	321,071	...	14	...	8
	TOTAL . . .	3,028,480	1,774,792	958,528	117,280	12,949	...
	<i>Madura.</i>						
	Government land . . .	2,041,432	1,218,768	975,634	166,509	47,366	...
	Inam land . . .	219,888	206,752	85,369	13,977	3,951	...
	Zemindari land . . .	3,370,240	1,342,720	...	103	24	...
	TOTAL . . .	5,631,560	2,768,240	1,061,003	180,589	51,341	...
	<i>Tinnevely.</i>						
Srivaikuntham anicut.	Government land . . .	...	...	...	11,604	587	...
	Inam land . . .	...	...	...	436	...	146
	Zemindari land . . .	...	...	...	162	...	446
	TOTAL . . .	...	...	...	12,202	...	5

years 1888-89 and 1889-90 in the Madras Presidency—contd.

IRRIGATED.							RAINFALL.			
Sown from December 1889 to March 1890, i. e., second crop.			Whole year, 1889-90.			Per-centage of increase or decrease in 1889-90.	Months.	1888-89.	1889-90.	Per-centage of increase or decrease in 1889-90.
TOTAL acres.	In comparison with 1888-89.		Total acres.	In comparison with 1888-89.						
	In-crease.	De-crease.		In-crease.	De-crease.					
9.	10.	11.	1.	13.	14.	15.	16.	17.	18.	19.
								Inches.	Inches.	
1,239	4,392	...	...	...	.....	...	...	...
121	363	...	...	...	.....	...	...	...
...
1,360	4,755	...	...	...	TOTAL	...	...	...
667	2,929	...	...	...	.....	...	...	...
30	131	...	...	...	.....	...	...	...
...
697	3,060	...	...	...	TOTAL	...	...	...
8,153	780	...	24,701	...	352	- 1'41	.....	...	...	...
770	...	37	2,044	...	289	- 12'39	.....	...	...	...
...
8,923	743	...	26,745	...	641	- 2'34	TOTAL	...	...	...
90,233	...	28,440	246,849	...	9,544	- 3'72	.....	...	...	...
5,081	...	4,776	14,773	...	3,733	- 20'17	.....	...	...	...
45	...	2	140	...	58	- 29'29	.....	...	...	...
95,359	...	33,218	261,762	...	13,335	- 4'85	TOTAL	...	...	...
111,965	...	29,946	414,192	...	6,472	- 1'54	.....	...	...	...
7,583	...	4,809	30,355	...	3,433	- 10'16	South-west monsoon	20'92	20'73	- '91
45	...	2	140	...	58	- 29'29	North-east do.	27'23	12'82	- 52'92
119,593	...	34,757	444,687	...	9,963	- 2'19	TOTAL	48'15	33'55	- 30'32
68,398	...	6,388	811,700	...	3,386	- '42	.....	...	...	...
13,343	...	1,157	119,490	2,384	...	+ 2'04	.....	...	...	...
...
81,741	...	7,545	931,190	...	1,002	- '11	TOTAL	...	...	...
5,828	1,871	...	45,853	1,936	...	+ 4'41	.....	...	...	...
220	...	258	4,066	...	569	- 10'87	.....	...	...	...
...
6,048	1,613	...	50,519	1,367	...	+ 2'78	TOTAL	...	...	...
74,226	...	4,517	857,553	...	1,450	- '17	.....	...	...	...
13,563	...	1,415	124,156	1,815	...	+ 1'48	South-west monsoon	15'30	19'90	+ 29'30
...	North-east do.	31'66	17'38	- 45'10
87,789	...	5,952	981,709	365	...	+ '04	TOTAL	47'05	37'28	- 20'77
45,135	...	6,394	153,975	2,098	...	+ 1'38	.....	...	...	...
2,782	...	3,504	11,208	961	...	+ 9'38	South-west monsoon	14'28	19'27	+ 34'94
26	21	...	40	13	...	+ 48'15	North-east do.	14'40	14'29	- '76
47,943	...	9,877	165,223	3,072	...	+ 1'89	TOTAL	28'08	33'56	+ 17'02
32,871	...	41,868	199,380	5,498	...	+ 2'84	.....	...	...	...
3,974	...	3,897	17,951	54	...	+ '30	South-west monsoon	9'08	17'62	+ 94'05
...	103	24	...	+ 30'38	North-east do.	21'87	11'56	- 47'14
36,845	...	45,765	217,434	5,576	...	+ 2'63	TOTAL	30'95	29'18	- 5'72
19,179	...	148	30,783	439	...	+ 1'45	.....	...	...	...
1,596	457	...	2,032	311	...	+ 18'07	.....	...	...	...
840	51	...	1,002	...	395	- 28'21	.....	...	...	...
21,615	360	...	33,817	355	...	+ 1'06	TOTAL	...	...	...

* Information not available.

Comparative Statement of Irrigation and Rainfall for the

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS		
					Sown from April to November 1889, i.e., first crop.		
					Total acres.	In comparison with 1888 89.	
						Increase.	Decrease.
1	2	3	4	5	6	7	8
<i>Tinnevely—contd.</i>							
Marudur anicut	Government land .	...	...	...	12,075	...	868
	Inam land .	...	...	...	395	...	9
	Zemindari land .	...	...	...	..	...	...
	TOTAL	...	..	..	12,400	...	877
All other works	Government land .	...	...	...	78,181	12,946	...
	Inam land .	...	...	...	7,321	1,241	...
	Zemindari land .	...	..	..	13,220	965	...
	TOTAL	...	...	...	98,722	15,152	...
TOTAL	Government land .	2,251,937	1,527,661	1,233,480	101,790	12,665	...
	Inam land .	200,678	237,764	187,760	8,152	1,086	...
	Zemindari land .	928,950	748,326	630,299	13,382	519	...
	TOTAL	3,450,765	2,513,751	2,051,639	123,324	14,270	...
<i>Coimbatore.</i>							
Kaduveri anicut	Government land .	...	...	...	18,405	890	...
	Inam land .	...	...	...	895	79	...
	Zemindari land .	...	..	...	...	..	...
	TOTAL	...	...	...	19,300	969	...
Kalingarayan anicut	Government land .	...	...	...	9,554	...	55
	Inam land .	...	...	...	1,530	76	...
	Zemindari land .	..	..	...	..	...	..
	TOTAL	...	...	...	11,084	21	...
All other works	Government land .	...	...	...	61,986	3,646	...
	Inam land .	...	...	...	7,493	1,406	...
	Zemindari land .	...	...	...	...	...	...
	TOTAL	...	..	..	69,479	5,052	..
TOTAL	Government land .	4,590,554	2,799,813	2,216,362	89,945	4,481	...
	Inam land .	336,487	322,862	261,223	9,918	1,561	...
	Zemindari land .	106,880	86,438	69,042	...	...	...
	TOTAL	5,033,921	3,209,113	2,546,627	99,863	6,042	...
<i>Salem</i>							
Barur Tank project.	Government land .	...	...	...	928	515	...
	Inam land .	...	...	...	105	71	...
	Zemindari land .	...	...	...	...	...	...
	TOTAL	...	...	...	1,033	586	...
All other works	Government land .	...	...	...	101,385	15,124	...
	Inam land .	...	..	...	7,594	900	...
	Zemindari land .	..	...	...	236	...	38
	TOTAL	...	...	...	109,215	15,986	...
TOTAL	Government land .	3,411,031	1,810,280	1,285,540	102,313	15,639	...
	Inam land .	258,554	155,729	59,379	7,699	971	...
	Zemindari land .	1,111,628	...	...	236	...	38
	TOTAL	4,781,213	1,966,009	1,344,919	110,248	16,572	...
Total anicut	Government land .	...	...	...	1,705,191	41,961	...
	Inam land .	...	..	...	425,181	14,942	...
	Zemindari land .	...	...	...	204,320	262	...
	TOTAL	...	...	...	2,334,692	57,165	...

years 1888-89 and 1889-90 in the Madras Presidency—contd.

IRRIGATED.							RAINFALL.			
Sown from December 1889 to March 1890, i.e., second crop.			Whole year, 1889-90.			Per-centage of increase or decrease in 1889-90.	Months.	1888-89.	1889-90.	Per-centage of increase or decrease in 1889-90.
Total acres.	In comparison with 1888-89.		Total acres.	In comparison with 1888-89.						
	In-crease.	De-crease.		In-crease.	De-crease.					
9.	10	11	12	13	14	15	16	17	18	19
17,655	1,087	...	29,660	219	...	+ '75	.....	Inches	Inches	...
272	...	393	667	...	402	-37'01		...	...	...
...
17,927	694	...	30,327	...	183	- '60	TOTAL	...	...	...
160,879	...	12,874	239,060	72	...	+ '03	.....	...	...	...
12,498	...	1,207	19,819	34	...	+ '17		...	...	...
8,949	...	370	22,169	589	..	+ 4'73		...	...	..
182,326	...	14,457	281,048	655	...	+ '25	TOTAL	...	..	...
197,713	...	11,035	299,503	730	...	+ '24	South-west monsoon	...	...	...
14,366	...	1,143	22,518	...	57	+ '25		7'00	10'38	+46'40
9,789	...	325	23,171	194	...	+ '84		30'10	12'95	-57'06
221,868	...	13,403	345,191	857	...	+ '25	TOTAL	37'25	23'33	-37'37
446	...	187	18,851	703	...	+ 3'86	.....	...	...	...
22	4	...	917	83	...	+ 9'95		...	...	...
...
468	..	183	19,768	786	...	+ 4'14	TOTAL	..	...	...
8,319	85	...	17,873	30	...	+ '15	.....	...	...	...
1,223	58	...	2,753	134	..	+ 5'12		...	...	...
...
9,542	143	...	20,626	164	..	+ '80	TOTAL	...	...	...
21,617	1,364	...	83,603	5,010	...	+ 6'39	.....	...	...	...
3,128	879	...	10,621	2,285	...	+ 27'41		...	...	...
...
24,745	2,243	...	94,224	7,295	...	+ 8'39	TOTAL	...	...	...
30,382	1,262	...	120,327	5,743	...	+ 5'01	South-west monsoon	...	...	...
4,373	941	...	14,291	2,502	...	+ 21'22		11'07	18'10	+ 63'50
...	...	...	...	...	...	...		9'33	9'81	+ 5'14
34,755	2,203	...	134,618	8,245	..	+ 6'52	TOTAL	20'40	27'91	+ 36'81
791	653	...	1,719	1,168	...	+ 211'98	.....	...	...	...
87	67	...	192	138	...	+ 255'55		...	...	...
..
878	720	...	1,911	1,306	...	+ 215'87	TOTAL	...	...	...
23,951	...	7,044	125,336	8,080	...	+ 6'89	.....	..	...	...
2,285	...	78	9,879	822	...	+ 9'08		...	...	...
93	93	...	329	55	...	+ 20'07		...	...	...
26,329	...	7,029	135,544	8,957	...	+ 7'08	TOTAL	...	...	...
24,742	...	6,391	127,055	9,248	...	+ 7'85	South-west monsoon	...	...	...
2,372	...	11	10,071	960	...	+ 10'54		18'36	25'84	+ 40'74
93	93	...	329	55	..	+ 20'07		11'62	10'63	- 8'52
27,207	...	6,309	137,455	10,263	...	+ 8'07	TOTAL	29'98	36'47	+ 21'65
230,805	...	4,948	1,936,086	37,013	...	+ 1'95	.....	...	...	..
47,861	3,272	...	473,042	18,214	...	+ 4'00		...	...	..
13,796	6,143	...	218,116	6,405	...	+ 3'03		...	...	..
292,552	4,467	...	2,627,244	61,632	...	+ 2'40	TOTAL	...	...	...

Comparative Statement of Irrigation and Rainfall for the

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS		
					Sown from April to November 1889, i.e., first crop.		
					Total acres.	Incomparison with 1888-89.	
						Increase.	Decrease.
1	2	3	4	5	6	7	8
Total of all other works.	Government land	...	...	...	1,714,871	170,631	...
	Inam land	...	...	...	318,710	38,519	...
	Zemindari land	...	...	...	47,893	10,011	...
	TOTAL	...	...	...	2,081,474	219,161	...
Grand total including anicut and all other works.	Government land	48,931,016	27,245,865	18,793,607	3,420,062	212,592	...
	Inam land	7,919,796	7,180,310	4,954,708	743,891	53,461	...
	Zemindari land	27,479,753	4,724,442	1,578,068	252,213	10,273	...
	TOTAL	84,330,565	39,150,617	25,326,383	4,416,166	276,326	...

years 1888-89 and 1889-90 in the Madras Presidency—concl'd

IRRIGATED.							RAINFALL.			
Sown from December 1889 to March 1890, i. e., second crop.			Whole year, 1889-90.			Per-centage of increase or decrease in 1889-90.	Months.	1888-89.	1889-90.	Per-centage of increase or decrease in 1889-90.
Total acres.	In-crease.	De-crease.	Total acres.	In-crease.	De-crease.					
9	10	11	12	13	14	15	16	17	18	19
								Inches.	Inches.	
722,705	...	106,822	2,437,576	63,809	..	+ 2'69	...	...	...	...
131,097	...	16,387	449,807	22,132	...	+ 5'18	....	...	...	...
11,677	...	342	59,570	9,669	...	+ 19'37	..	...	...	...
865,479	...	123,551	2,946,953	95,610	...	+ 3'35	TOTAL	...	...	...
953,600	...	111,770	4,373,662	100,822	...	+ 2'36	.....	...	...	...
178,958	...	13,115	922,849	40,346	...	+ 4'57	South-west monsoon	16'20	22'69	+ 40'06
25,473	5,801	...	277,686	16,074	...	+ 6'14	North-east do	15'59	13'77	- 11'67
1,158,031	...	119,084	5,574,197	157,242	...	+ 2'90	TOTAL	31'79	36'46	+ 14'69

P. RAJARATNA MUDALIAR,

Secretary.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in Maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi during the month of October, 1890.

Articles, and whither imported.	WHENCE EXPORTED.												
	Madras.	Bombay.	Sindh.	Bengal.	N.-W. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	Mysore.	TOTAL.
Cotton, raw—	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	...	Mds.
Calcutta	...	...	...	3,395	13,881	...	...	...	245	...	...	...	17,521
Bombay Town	2,944	39,866	...	...	...	...	25	3,856	...	3,083	8,056	...	57,830
Karachi	...	...	3,242	...	...	10	...	...	...	...	...	...	3,252
TOTAL	2,944	39,866	3,242	3,395	13,881	10	25	3,856	245	3,083	8,056	...	78,603
Wheat—	...	...	...	1,41,401	44,331	35,740	...	...	...	...	...	...	2,21,472
Calcutta	...	63,984	...	...	5,098	8,316	254,606	10,110	...	24,697	...	...	3,66,811
Bombay Town	...	...	6,51,845	...	...	5,23,920	...	...	...	...	...	...	11,75,765
Karachi	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	...	63,984	6,51,845	1,41,401	49,429	5,67,976	2,54,606	10,110	...	24,697	...	...	17,64,048
Linseed—	...	...	...	3,23,148	50,720	...	3,839	...	4,150	2,058	...	...	3,83,915
Calcutta	...	45,741	...	...	2,073	...	41,346	52,279	...	11,116	8,224	...	1,60,779
Bombay Town	...	...	...	...	...	...	...	...	...	...	...	...	...
Karachi	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	...	45,741	...	3,23,148	52,793	...	45,185	52,279	4,150	13,174	8,224	...	5,44,694
Indigo*—	...	...	...	89	5,849	14	...	...	...	23	...	...	5,975
Calcutta.	...	...	...	89	5,849	14	...	...	...	23	...	...	5,975
TOTAL	...	...	...	89	5,849	14	...	...	...	23	...	...	5,975
GRAND TOTAL	2,944	1,49,591	6,55,087	4,68,033	1,21,952	5,68,000	2,59,816	66,245	4,395	40,977	16,280	...	23,93,320

* The imports of indigo into Bombay Town and Karachi are not returned.

DEPT. OF REVENUE AND AGRICULTURE,
The 24th December, 1890.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

**Weather Review of India for the week ending at 8 a.m. on
Monday, December 15th, 1890.**

At the commencement of the week under review skies were clear and weather fine over the whole of India with the exception of two areas. The first area included the Central Provinces, Berar, and the Bombay Deccan. In that area temperature (more especially the night or minimum temperature) was abnormally high. Skies were more or less clouded, and thunderstorms were of occasional occurrence. The second area included the whole of the south of the Peninsula, or South and Central Madras, and Mysore. Skies were partially clouded, but steady north-westerly winds prevailed at the Coast stations, due to the abnormal position of the area of low pressure in the south-east of the Bay. Hence the so-called north-east monsoon rains continued to hold off in South Madras, and the partial drought which had prevailed for some weeks in the central and southern districts was intensifying and becoming more serious. The chief feature in the distribution of pressure at the commencement of the week was the largish deficiency exceeding a tenth of an inch over the Himalayan area and adjacent plain districts extending from Fawalpindi to Sibsagar.

Skies cleared partially in the Central Provinces and Berar on the 10th, and on the morning of the 11th the air was drier over nearly the whole country. The dryness of the air was very marked at the hill stations. Thus at Simla the humidity at 8 A.M. on the 11th was only 23 per cent. Some severe thunderstorms were experienced in the districts of Khandeish and Ahmednagar on the 10th and 11th. At Ahmednagar 3·73 inches of rain fell on the 10th during a thunderstorm. Light to moderate showers were also received on the 11th in Assam.

Pressure increased during the next 24 hours, the rise being greatest in Northern India. Temperature was decreasing steadily at this time in Northern and Central India in consequence of the continuance of clear dry weather. The cloud amount again increased in the Central Provinces and Berar, and local thunder-showers were received at a few stations during the day.

A further increase of pressure occurred in North-West India and the Peninsula on the 12th, and skies cleared before next morning (the 13th) in the Central Provinces and Berar after a series of thunderstorms in the Nagpur, Seoni, and adjacent districts. Hence temperature decreased rather rapidly over the whole of India with the exception of Madras and the Punjab. A rapid fall of the barometer in the Punjab on this day (the 13th) was the first indication of the commencement of a short period of unsettled weather in North-Western India. During the next 24 hours the barometer rose rapidly in the Punjab, but fell in Sind, and a low-pressure area now covered Beluchistan and Sind. Showers fell in Sind during the day, and the cloud-area extended over the Punjab and Rajputana as well as in Sind. The night of the 14th was very cold in the hill districts. Muftree, for example, registered a minimum temperature of $20\cdot2^{\circ}$ ($18\frac{1}{2}^{\circ}$ below the normal of the night). The disturbance passed eastwards, and developed on the 15th, and formed the chief features of the weather of the following week.

Temperature.—Temperature was excessive at the commencement of the week over nearly the whole of Northern and Central India, chiefly in consequence of the unusual amounts of cloud. Skies cleared in Upper India on the 9th, and a rapid reduction of temperature followed in the North-West Provinces, Central India, Rajputana, and the Punjab, which lasted until the end of the week, except in Sind and Rajputana where the clouding over of the skies on the 14th caused an immediate increase of temperature. Skies were more or less heavily clouded in Berar and the Central Provinces until the 13th, when they cleared, and temperature decreased rapidly. Hence during the greater part of the week temperature was excessive in the Central Provinces, the excess being most mark-

in the night temperature. Thus, on the night of the 8th, it averaged $12\frac{1}{2}^{\circ}$ above the normal, on the night of the 9th 12° , and on the night of the 11th $10\frac{1}{2}^{\circ}$. Temperature was steadily below the normal during the week in Burmah, due to the prevalence of unusually fine dry clear weather, and as steadily above it in Madras where it was due to the absence of rain. The following table gives the variation of the mean temperature of each day of the week from the normal in the chief provinces of India:—

PROVINCE.	9th.	10th.	11th.	12th.	13th.	14th.	15th.	Means.
Burma	-2.1	-1.1	-2.1	-1.2	-1.4	-1.0	-1.2	-1.4
Bengal	+1.9	+4.1	+4.4	+2.6	+1.3	+1.0	-0.4	+2.0
North-Western Provinces	+6.5	+6.6	-0.2	-1.1	-1.3	-1.8	-3.4	+0.8
Punjab	+2.9	+1.8	+3.7	-1.6	-1.1	+0.2	-1.4	+0.6
Bombay	+3.7	+2.9	+1.9	+2.5	+1.0	0	+0.6	+1.8
Central Provinces	+8.3	+8.5	+6.4	+7.5	+5.3	+2.5	+1.7	+5.8
Guzerat and Central India	+5.6	+4.2	+1.4	-0.7	-0.1	-2.0	+0.3	+1.2
Sind and Rajputana	+0.2	-1.0	-2.3	-2.2	-1.3	-0.4	+2.4	-0.7
Madras	+2.3	+2.3	+3.0	+2.8	+3.1	+2.8	+2.7	+2.8

Rain.—Over by far the greater part of the country, no rain (*i.e.*, less than an average of a tenth of an inch) has fallen. Burmah, Bengal, Behar, the North-West Provinces, the Punjab (except the western districts), Guzerat, Kattiawar, Central India, Rajputana, Mysore, Konkan, Hyderabad, and the whole of Madras with the exception of the Circars have been actually or practically rainless. Assam received an average of about four-tenths of an inch, Orissa and Chota Nagpur, Coorg, the West Punjab, Malabar, averages varying from one to two-tenths, and the Circars and Ganjam about three-tenths. The Central Provinces (West and Central), Bérar, Khandeish, and the Bombay Deccan obtained average amounts varying from three to seven-tenths, and from two to six-tenths above the normal fall of the week. The rainfall was however very unequally distributed, as it was chiefly due to local thunderstorms. In one district, for example, it varied from *nil* to four inches.

The only area which usually receives moderate rain in December includes South Madras and the Coromandel Coast districts. The East coast (central) which usually receives five-tenths of an inch, and the East coast (south) where the normal fall is eleven-tenths, received no rain during the week. South Madras where the normal fall is seven-tenths only received one-tenth of an inch. Hence the last week was abnormally dry in this area, and at the end of the week the indications were as unfavourable as they had been at the commencement of the week.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING DECEMBER 15TH, 1890.			RAINFALL DATA FROM OCTOBER 14TH TO DECEMBER 15TH, 1890.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 14th to December 15th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	Tenasserim	0	0	0	2'38	5'02	- 53
	Lower Burma	0	0'04	-0'04	5'42	5'97	- 4
	Central do.	0	0'02	-0'02	4'49	4'30	+ 4
	Upper do.	0	?	?	3'20	?	?
	Arakan	0	0'28	-0'28	5'81	5'69	+ 2
BENGAL AND ASSAM	Eastern Bengal	0'02	0'05	-0'03	3'82	4'07	- 6
	Assam (Surma)	0'35	0'18	+0'17	2'96	3'77	- 21
	Do. (Bramaputra)	0'48	0'24	+0'24	3'96	2'85	+ 39
	Deltaic Bengal	0'07	0'05	+0'02	5'95	3'03	+ 96
	Central do.	0'04	0'03	+0'01	4'89	2'57	+ 90
	North do.	0	0'09	-0'09	10'79	2'52	+ 328
	Orissa	0'14	0'22	-0'08	4'95	5'37	- 8
	Chota Nagpur	0'12	0'10	+0'02	0'96	1'83	- 48
	Behar (South)	0	0'11	-0'11	1'34	1'62	- 18
	Do. (North)	0	0'05	-0'05	3'20	1'36	+ 135
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0	0	0	0'35	0'89	- 61
	Oudh (South)	0	0'05	-0'05	0'07	0'43	- 84
	Do. (North)	0	0'13	-0'13	0'27	0'34	- 21
	North-Western Provinces (Central)	0	0'01	-0'01	0'10	0'40	- 75
	North-Western Provinces (West)	0	0	0	0'07	0'13	- 46
	North-Western Provinces (Sub-montane)	0'02	0'03	-0'01	0'40	0'42	- 5
PUNJAB	Punjab (South)	0'01	0	+0'01	0'51	0'20	+ 155
	Do. (Central)	0'02	0'02	0	0'23	0'30	- 23
	Do. (Sub-montane)	0'06	0'24	-0'18	0'60	0'61	- 2
	Do. (Hill Districts)	0	0'43	-0'43	0'81	1'29	- 37
	Do. (North-West)	0'06	0'18	-0'12	2'99	1'15	+ 160
	Do. (West)	0'15	0'04	+0'11	1'54	0'27	+ 470
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0'15	0'44	-0'27	10'25	11'11	- 8
	Madras (South Central)	0	0'63	-0'63	9'84	11'38	- 14
	Coorg	0'16	0'38	-0'22	8'26	8'74	- 5
	Mysore	0	0'22	-0'22	7'81	4'92	+ 59
	Konkan	0	0'02	-0'02	2'02	2'01	0
	Bombay Deccan	0'31	0'16	+0'15	5'52	3'60	+ 53
	Hyderabad (North)	0'51	0'04	+0'47	3'19	2'77	+ 15
CENTRAL PROVIN- CES AND BERAR.	Berar	0'43	0'21	+0'22	2'18	2'44	- 11
	Central Provinces (West)	0'51	0'13	+0'38	2'49	1'29	+ 93
	Do. (Central)	0'65	0'08	+0'57	2'34	1'18	+ 98
	Do. (East)	0'15	0'09	+0'06	1'28	1'23	+ 4
BOMBAY (NORTH).	Guzerat	0	0'02	-0'02	0'04	0'52	- 92
	Kattiawar	0	0'02	-0'02	0	0'28	-100
	Sind	0'19	0'01	+0'18	1'56	0'11	+ 1,318
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0'02	0'13	-0'11	0'14	0'84	- 83
	Rajputana (East), Central India (West)	0'10	0'08	+0'02	0'84	0'40	+ 110
	Rajputana (West)	0	0'01	-0'01	0	0'14	-100
MADRAS	East coast (North)	0'39	0'33	+0'06	7'44	8'78	- 15
	Do. (North) A	0'20	?	?	4'40	?	?
	Hyderabad (South)	0	0'08	-0'08	2'79	2'10	+ 33
	Madras (Central)	0	0'14	-0'14	4'96	4'45	+ 11
	East coast (Central)	0	0'53	-0'53	8'76	14'15	- 38
	Do. (South)	0	1'13	-1'13	10'58	15'07	- 32
	Madras (South)	0'10	0'70	-0'60	11'49	12'30	- 7

JOHN ELIOT,

SIMLA, 18th December, 1890.

*Meteorological Reporter to the
Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 20th December.*—Rainfall very slight in Ganganam, Vi/agapatam, Godavari, Nellore, Chingleput, South Arcot, Tanjore, Coimbatore, and Nilgiris. None elsewhere. Standing crops generally good but rapidly failing from want of rain in a tract comprising Nellore taluk south of the Penner and some three taluks in each of the Cuddapah, North Arcot, Chingleput, and South Arcot Districts, and also in three taluks of Tinnevely. Prices rising slightly in nine districts, and falling in eight. No improvement in prospects since last week. Markets are well supplied.

Bombay.—*For week ending 23rd December.*—Rain heavy and injurious to crops in Upper Sind; slight in three more districts. Cotton diseased or blighted in parts of two districts. Crops otherwise generally in good condition.

Bengal.—*For week ending 23rd December.*—A few scattered local showers fell in South-West Bengal, Orissa, and Chota Nagpore; otherwise the weather was fine and dry during the week. The harvest of *amun* or late rice is in full progress, and a very satisfactory outturn is generally expected, except in the flooded tracts as previously reported. The *rabi* crops are very promising, but in Lohardugga they are in want of rain. Mustard is flowering, and *kala* and *mung* pulses have begun to be gathered. Sugarcane is generally a good crop. It is being cut and pressed in some districts. In Behar and Hazareebagh the prospects of the poppy crop are very favourable. Tobacco is in good condition, except in Pubna where it is reported to have mostly failed. The price of common rice is falling with the new harvest, but is still steady in some of the central districts and in Chota Nagpore.

North-Western Provinces and Oudh.—*For week ending 24th December.*—Weather cloudy, with light showers in most districts which have benefited the crops. Prospects are favourable; supplies ample, and prices fairly steady.

Punjab.—*For week ending 24th December.*—Rain has fallen in all districts except Peshawar. Prices are reported stationary throughout. Cotton-picking over in Shahpur. Barley sowings still in progress in Lahore. More rain is wanted in Hissar and Delhi. Prospects of standing crops are reported good to average. Hail fell at Umballa, but did no harm to crops. Locusts appeared in three tahsils of the Rawal Pindi District, and in the Bhera and Khushab tahsils of the Shahpur District, but did a little damage only in Khushab. Fodder sufficient in all districts except in parts of Mooltan.

Central Provinces.—*For week ending 24th December.*—Weather cloudy and rather warm, with slight rain in most districts. Hail has fallen in parts of the Seoni district doing but little damage. The condition of the winter crops is generally favourable. Linseed and cotton have however been somewhat injured by rain and cloudy weather.

Burma.—(No report received).

Assam.—(No report received).

Mysore and Coorg.—*For week ending 24th December.*—Standing crops in Mysore are in good condition. Prospects generally favourable. Harvesting operations partially completed.

